

**THE RAILWAY GAZETTE**

A Journal of Management, Engineering and Operation  
INCORPORATING

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## DIESEL RAILWAY TRACTION SUPPLEMENT

The January issue of THE RAILWAY GAZETTE Supplement, illustrating and describing developments in Diesel Railway Traction, is now ready, price 1s.

## CALENDARS FOR 1945

A limited number of RAILWAY GAZETTE Office Calendars for 1945 is now ready and may be had on application, price 1d. each

## GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

## POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

## TO CALLERS AND TELEPHONERS

Until further notice our office hours are: Mondays to Fridays 9.30 a.m. till 4.45 p.m.

The office is closed on Saturdays

## ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

## ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

## The Opening of 1945

THE opening of the year 1945 has been marked by greater sober optimism than any of its wartime predecessors. Notwithstanding the temporarily less favourable war news which coincided with the closing weeks of 1944, there would seem reasonable justification for those, including the Prime Minister, who look for an end of organised German resistance during the coming twelve months. The trend of railway traffic, so far as it is known, would seem to indicate that the wartime peak has passed and the main-line companies, notwithstanding the great burdens they have carried in meeting the greatest calls of all time on transport resources, have given the public an outline of their plans for the future. Without diminution of effort in the overriding need to prosecute the war, British industry in general has begun to turn its eyes to post-war plans for the rehabilitation of export trade. The New Year Honours List, details of which are given on page 17, contains the name of Lord Portal, a director of the Great Western Railway Company, who becomes a Viscount, and Sir Charles Bruce-Gardner, the Chief Executive for Reconversion, Board of Trade, who receives a Baronetcy. Knighthoods have been conferred on a number of prominent industrialists, including Mr. A. C. Macdiarmid, Chairman of Stewarts and Lloyds Limited, and Mr. A. P. M. Fleming, who is on the board of the Metropolitan-Vickers Electrical Co. Ltd. Lord Reith, a former Minister of Transport, and now Director of Cable & Wireless Limited, receives the C.B., and Mr. G. L. Darbyshire, a Vice-President of the L.M.S.R., the C.B.E.

## Nationalisation of Railways

In recent months there appears to have been a change in emphasis by certain leaders of the Labour Party as to the desirability of "nationalising" railways and other major industries of the country. Increasing stress is now laid on the desirability of Government control, rather than of outright State ownership. Possibly the rank and file do not follow the finer distinctions which, with a General Election looming ever nearer, appeal increasingly strongly to the leaders. The boomerang effect of long-established war cries was demonstrated at the Labour Party Conference just before Christmas, when, to a resolution put forward by the Executive, calling for the transfer to the State of the power to direct and control the policy of the country's main industries and financial institutions, an amendment from the body of the hall was tacked on, to the effect that the General Election programme should include the transfer to public ownership of land, large-scale building, heavy industry, and all forms of banking, transport, fuel, and power. Despite an appeal by Mr. P. J. Noel-Baker, on behalf of the Executive, that the amending resolution should not be pressed to a vote because the Executive was not in general agreement with it, the Conference voted on and carried it.

## The Voice of Experience

Maybe, Mr. Noel-Baker, in his capacity of Parliamentary Secretary to the Ministry of War Transport, has gained sufficient experience of the effects and difficulties of Government control of the railways to make him a little wary of engaging in wholesale State ownership. It is not without its significance that there have been many instances of more fiery exponents of Socialism than Mr. Noel-Baker becoming much more conservative in their views when they have acceded to power and responsibility. On page 3 we draw attention to some remarks made by Mr. Moelwyn Hughes, the Labour Member for Carmarthen, during the recent debate on the railway control agreement. Mr. Moelwyn Hughes is a K.C. with considerable legal experience of the business world, and he quite evidently is not enamoured with the control of industry by a Government department. One would hesitate to suggest that evidence is accumulating that business men, expert in their function, are best qualified to control and administer the businesses which they have helped to create, or with which they have grown up, but the experience of wartime controls would certainly suggest it.

## Mr. W. H. Hanscombe

On a later page we record the retirement of Mr. W. H. Hanscombe, who held important posts in the Legal Departments of the Great Northern and London & North Eastern Railway Companies for 28 years. Before he entered railway service in 1916, Mr. Hanscombe had acquired a varied experience. He had the good fortune to be articled to a well-known firm of Hull solicitors at a time when "the third port" was distinguished for the energy and enterprise of its traders and shipowners. To this day he retains happy recollections of his stay in the East Riding. The amalgamation of 1923 widened the range of his responsibilities, and he built up the reputation of being a sound

adviser on knotty points connected with many branches of law. His appointment in 1941 as Solicitor of the L.N.E.R. rounded off a successful career, and, we happen to know, gave great satisfaction to his fellow officers. We may add that he did much useful work as a representative of his company on many committees. His opinions always carried weight because they were based on careful study and research, as well as being cogently expressed. Mr. Hanscombe has always taken a lively interest in the day-to-day working of the railway, and especially in locomotive running. We hope that he will enjoy many years of retired leisure at his home at Pirton Hall, near Hitchin.

### Overseas Railway Traffics

With the granting by the Argentine Government of a more favourable rate for remittances the British-owned railways in Argentina have obtained a distinct advantage in that respect, although qualified by new obligations. The rate for conversion into sterling has improved accordingly, and 15 pesos to the £ is now adopted in our calculations as approximating to the new conditions. Even allowing for the higher sterling value, the traffics for the past week have been mostly satisfactory. Traffics of Brazilian railways continue to improve and for the 51 weeks of 1944 the Leopoldina, with an aggregate of £2,392,536, shows an increase of £534,458, and the Great Western of Brazil total of £1,154,300 is £272,500 up. The Antofagasta is £9,700 to the good for the year, and the Nitrate for the first 50 weeks of 1944 has a traffic figure of £176,948 which is £23,005 higher than that for the corresponding period of 1943. A steady recovery on the United of Havana has brought its decrease for the 25 weeks down to £3,190.

	No. of week	Weekly traffics £	Inc. or dec. £	Aggregate traffic £	Inc. or dec. £
Buenos Ayres & Pacific*	24th	144,666	+ 22,666	3,197,066	+ 624,400
Buenos Ayres Great Southern*	25th	243,333	+ 40,200	4,890,400	+ 356,133
Buenos Ayres Western*	25th	80,666	+ 15,333	1,856,533	+ 373,400
Central Argentine*	25th	196,940	+ 1,526	4,705,950	+ 683,183
Canadian Pacific	51st	1,246,200	- 10,200	62,226,000	+ 4,560,400

\* Pesos converted at 15 to £

As foreshadowed by the Chairman at the annual meeting last May, Canadian Pacific gross earnings have begun to decline. In the past two weeks the decrease has totalled £54,000.

### Local Transport Co-Ordination at Hull

The agreement between the East Yorkshire Motor Services Limited and the Hull Corporation, which provides for the co-ordination of all forms of passenger road transport within the city, and in the neighbouring districts, has now stood the test of more than 10 years. This agreement was entered into to avoid unnecessary overlapping of services, and uneconomic competition. Speaking at the ordinary general meeting of the company on December 5, Mr. J. S. Wills, the Chairman, said that the relationship with the Hull Corporation remained most cordial, and there could be no doubt that the agreement had worked to the benefit of all concerned. The inhabitants of Hull were deeply concerned with the reconstruction of their city, which was a gigantic problem. Transport would form an important part in the scheme, and it would be for the East Yorkshire Company, in partnership with the Corporation Transport Department, to provide the best possible system of passenger road transport to meet the needs of the public of Hull and the neighbouring districts. The scheme for co-ordination of the Hull area road transport services was agreed between the company and the corporation in 1933, and came into operation on July 29, 1934.

### Grand Union Canal Company

Although negotiations with the Ministry of War Transport covering financial matters arising out of the control of the canal and controlled carrying subsidiaries of the Grand Union Canal Company continued throughout last year, it was not possible to reach agreement, and the negotiations have now ended. At the annual meeting of the company recently, Mr. John Miller, the Chairman, explained that the offer made by the Ministry contained no provision for compensation for any loss which might be incurred as a result of the operation of control, and that, in the absence of a financial agreement, a controlled undertaking might not be reimbursed expenses or have made good losses consequent on complying with directions made by the Minister. To safeguard controlled undertakings, the Minister had offered to enter into a financial agreement, based on average earnings of the three financial years before the outbreak of war. Any excess of the fixed amount would be payable to the Minister. In the case of the Grand Union Canal Company exceptional circumstances, including the improved earnings of the company, the considerable increase in the company's annual provision for maintenance, depreciation, and renewals, and the fact that the

Grand Union Canal Carrying Co. Ltd. was a wholly-owned subsidiary, would have made it necessary for substantial improvements to be made on the pre-war revenue basis, but the Ministry had not offered an amount acceptable to the board.

### Building Mulberry Docks at Swansea

South Wales busmen played an important part in the success of the initial landings of the Allies on the Continent. As is now well known, the key to the task of landing soldiers on the beaches of Normandy lay in the prefabricated ports, or "Mulberry docks," which enabled our ships to sail right up to the French coast. While preparations for "D" Day were in hand, the Ministry of Labour called upon the South Wales Transport Company to mobilise its resources to provide conveyance for workmen employed on what the Ministry termed "a No. 1 Priority Job," which proved to be the construction of prefabricated ports at Swansea. A small army of workmen was recruited from areas within a radius of 20 miles of the town. Labour was also imported from other districts and billeted at a camp, previously used by the Military, a few miles from the site. The bus company was required to get the workers to and from the job. The total number employed soon reached the thousand mark, and the company provided the necessary transport, day and night, in addition to strengthening its already heavily-burdened normal services to cope with the increased demands. In the first seven weeks, more than 14,000 vehicle miles were operated on these special services alone. The buses had to travel to the dock side over typical dock roads crossed by innumerable railway lines, which provided problems in spring maintenance and rear platform damage. This imposed a heavy strain on the depleted repair staff, but all the demands were met, and not one of the ordinary services of the company was curtailed.

### The Railway System of Jamaica

Jamaica is noteworthy as having had the earliest colonial railway of the British Empire. This form of transport in the island dates from 1845, when the first section of the Jamaica Railway was opened, from Kingston, through Spanish Town to Angles. The colony's lines later were acquired by the Government, which now owns and operates them. In our June 18, 1943, issue we described briefly the history of the present railway system, of which we published a map; and in our issue of March 3 last we presented a short account of recent rolling-stock additions and civil-engineering works which are helping to cater for the heavy wartime traffic. On page 11 this week appears the first part of an article by Mr. H. R. Fox, General Manager of the Jamaica Government Railway, in which he describes the traffics dealt with and some of the railway's past and present difficulties, and discusses present and future economic factors. In common with many other systems, the J.G.R. suffered heavily from road competition before the war, yet is now called on to handle record traffics.

### Defective Tunnels in New Zealand

As briefly announced in our Overseas columns this week, serious defects—horizontal cracks in the side walls—recently developed in the new tunnels on the Turakina Deviation on the New Zealand Government Railways. After examining 22 officers of the Public Works Department, which was responsible for their design and construction, the Commission of Enquiry found that the initial instructions from the headquarters of the department to the district officers were largely verbal and were given during visits of the Inspecting Engineer. There was no record on the files of the number of the plan to be used nor of any specifications having been sent out. "Except that the only plan available was that prepared for the Gisborne tunnels, it is really largely surmise that this was the one adopted," reads the report. Before the fairly recent construction of the Gisborne tunnels, all tunnels in the Dominion had arched side walls, but there vertical walls were used, and as those tunnels are in hard rock, the walls are of comparatively light design. On the Turakina line, however, there were, apparently, no preliminary investigations into the type of soil likely to be encountered in the tunnels, and it was assumed that it also would be hard rock. Actually it proved to be very loose, and, despite this, work was allowed to proceed to the light Gisborne design of tunnel, suitable only for hard rock lining. The construction staff does not escape censure for failing to back-fill the concrete, and to report and take prompt action when the cracks first became evident, although none of its members had had previous experience of the vertical-wall design of tunnelling. In extenuation, however, it is stated in the report that most of its members were "grossly overworked." There was, the commission considers, "no deliberate slumming" on the part of the contractors.



### British Railways' Post-War Plans

AN official statement issued on behalf of the four main-line railway companies points out that, as soon as the national situation permits, they are ready to re-equip the railways, re-train their staffs, and carry out extensive improvements with a view to providing Great Britain with some of the finest railway services in the world. With closer co-ordination between all forms of transport it should be possible to evolve a structure, it is believed, which will secure for the public and traders alike alternative facilities and an unfettered right to select the most convenient and economic form of transport.

The formation of the recently established National Road Federation representing road interests, should make for further progress in rail and road co-operation, and, as part of the co-ordination of all forms of transport, work on the simplification of the railway rates structure is now in hand. When the changes which will be necessary as the result of the re-allocation of industry, the establishment of new industries, changes in trade customs, and town and country planning are made known, the full post-war plans of the railways will be published. The railways' plans for air services, designed to operate a comprehensive network in Great Britain and Europe without subsidy, on the understanding that no other British or foreign services are subsidised, is now before the Government; plans are being worked out also to ensure that the railways' Continental and Irish steamship organisations will be equipped with new vessels connecting boat-express trains, and up-to-date facilities for docks and ports. A long-term programme of re-equipment and physical development of the railways is also under consideration. The projects include an extensive five-year programme for the construction of all classes of rolling stock. The aim of the railway companies in the first instance will be to clean and re-paint existing rolling stock and stations throughout the country. In the first year after the war as many facilities as possible will be restored, and first priority will be given to the restoration of newspaper and mail trains, long-distance business trains, residential services, and trains to holiday resorts. The objective will be to provide pre-war frequencies and speeds as soon as possible, together with adequate dining- and sleeping-car facilities, and arrangements for the reservation of seats and compartments.

The next step which has been planned is a steady increase of average speeds for main-line trains, with the object of providing the fastest possible transit between large centres of population, with a high degree of frequency and comfort. To this end the permanent way will be brought into a condition to permit of trains running at speeds of at least 80 m.p.h.; extensive reconstruction of bridges to take heavier locomotives and trains, the widening of lines, and replanning of approaches to traffic centres, will also be put in hand.

The rebuilding of some hundreds of railway stations on the most modern lines has been planned as a further stage. Already schemes for many new stations have been authorised. They include the provision of modern exteriors, spacious ticket halls, wide stairways and platforms, warm and cheerful waiting rooms, new refreshment rooms and so forth, and the latest types of lighting, direction signs, and nameboards will be installed.

A number of important schemes of electrification are under consideration, and in some cases plans already have been made. These include several of the large schemes interrupted by the war, the completion of which will be taken in hand as rapidly as circumstances permit. The success of large plans of railway electrification is recognised as being based on reasonable economic stability, enabling steady development over a number of years.

In the reconditioning of existing locomotives, carriages and wagons, the railways intend to replace obsolete types which would have been scrapped but for the war, and to embody the latest scientific improvements. The standardisation of locomotives will also be expedited. Close consideration is also being given to the extended use of diesel and diesel-electric locomotives, particularly for shunting work. No new passenger carriages have been built during the war, but it is intended that large carriage building programmes will be undertaken as soon as possible. The aim in this case will be to provide more comfortable accommodation and better dining and sleeping cars than the latest vehicles placed into service immediately before the war. Bright colours and new fabrics are expected to be prominent features, and the possibilities of plastics and other new materials are being studied.

Every effort is to be made to meet the requirements of manufacturers and traders, and to restore as quickly as possible all

express freight train services which were running at the outbreak of war. This restoration of services will be carried out in stages; preference will be given to the more important services, with overnight deliveries between cities and towns. It is also planned considerably to develop the railhead system of transport, extension of cartage and container services, and to make an important improvement in general and branch-line services. In addition, a number of operating developments which have proved their value in wartime will be retained and extended. Railway docks, where necessary, will be re-equipped to meet post-war requirements. The possibility of obtaining greater co-ordination between all dock and harbour undertakings is now under consideration by the Docks & Harbour Authorities' Association, of which the railways recently have become members.

It is recognised that the speed with which the railways will be able to overtake the six years' arrears of maintenance of all kinds of railway equipment, locomotives and other rolling stock, tracks, stations, ships and so forth is dependent largely on the rate at which the 113,000 trained railwaymen at present serving with the Forces are released from the Services. The railways wish to raise still further the status of railway employment by specialised staff training to improve the efficiency of the employee, and the possibility of effecting closer contact between the railway companies and their staffs is under joint consideration between the companies and the unions.

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### The Railway Control Agreement Again

IN the House of Commons on December 21 the matter of the railway control agreement with the Government once more was discussed. Sir Hugh O'Neill, Conservative Member for Antrim, presented the case of those who wished to see a revision of the agreement, and stressed the inadequacy of the rental of £43,000,000 which the companies are receiving for the use of their assets during the period of control. A number of speakers took part in the debate, but the arguments for and against the agreement shed little fresh light on the subject.

Mr. Moelwyn Hughes, K.C., Labour Member for Carmarthen, suggested that the reason why the approach was being made at this stage was that it was well known to Sir Hugh O'Neill and his friends that the railways of this country were never going back to private control and there was ample evidence of this in the propaganda which the railway companies were disseminating. In this respect he thought that undue concern was being shown in that nobody had suggested that a continuance of the type of control in operation today would do for peacetime purposes. "Certainly no one would fancy that the efficient administration of the railway companies in peacetime would flow from a system under which they now have to obey directions from the Ministry of War Transport." He thought that it was well that the House should know that the railway companies had no discretion in the running of their rolling stock, and that the management of their companies, the people who knew how to run trains, had no discretion without reference to the Ministry of War Transport.

He added that that had nearly resulted in a serious state of affairs during 1944. He recalled the difficulties which had arisen during the evacuation of London after the onset of the flying bomb, and said that although there was ample rolling stock available which could have been used without any interference to the movement of essential war materials or troops, the railway companies were unable to use it because they were refused the permission of somebody in the Ministry of War Transport. In the end, the Minister of War Transport himself had to go to see what was actually happening, and it was some time after that before trains were eventually provided. Nobody had advocated a system for the perpetuation of an organisation of that kind. He felt that the reason for the propaganda now being issued was the realisation that the net earning capacity of the railway companies for future purposes would be taken as £43,000,000.

Mr. P. J. Noel-Baker, Parliamentary Secretary to the Ministry of War Transport, who replied to the debate, said that in the matter of Excess Profits Duty he thought it extremely doubtful whether under any substituted standard the railway companies would have done as well as they did under the agreement, and he held that a great public service like the railways was in a very different position from an ordinary munitions business. He held that the agreement was justified and right; first because it had been arrived at voluntarily and secondly because in many ways competition with the railways by roads during the war had

been cut down and expenditure had been reduced in many ways; thirdly, a vast amount of additional traffic was military and other Government traffic, and the revenue which came to the Government came out of the traffic which the Government itself put on the railways.

In the matter of abnormal wear and tear, Mr. Noel-Baker agreed that there might be arrears of maintenance and said that Lord Leathers had begun his investigations into the matter for allowances of abnormal wear and tear of maintainable assets, but no final arrangements could be made until the period of control was ended; the effects of wear and tear had to be surveyed over the period as a whole. Lord Leathers was bearing in mind the possibility that some interim or provisional arrangement would be come to and taken into account when, at the end of the period of control, the final settlement was made.

Another point of some interest made by Mr. Noel-Baker, although it lacked definition, was the duration of the control agreement. He pointed out that provision was made for control to be continued for a minimum period of one year after the cessation of hostilities, and that before control ended, time would be given for the operation of statutory machinery governing the level of charges. When the agreement was negotiated it was not certain that there would be two wars. The phrase "cessation of hostilities" occurred in a great many official documents, and it would be necessary for the Government to make a general ruling as to what was intended by the phrase. If he had to make a guess it would be that control was likely to go on, with the general agreement of all concerned, longer than one year after the cessation of hostilities, and it would be more likely to last for two years. In any event it was a point on which he could hope for friendly discussion with the railway companies at any time they wished. We should have imagined that in a matter of this kind the initiative should rest with the Minister.

On general policy, he thought there was agreement that it was not possible for inland transport to go back to the conditions of 1939, but as to final decisions Lord Leathers had not yet been able to make them. He was carrying on with the technical study of the reorganisation of inland transport, which would certainly be required after the war, but the time had not yet been reached at which he could make new decisions to be announced to the House. A summary of the debate in the House of Commons is on page 21, and on page 23 is given the relative text of a letter dealing with a number of points in the debate which was published in *The Financial News*.

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### The Argentine Railway Position

**A**T the recent meeting of the Buenos Ayres Great Southern Railway Co. Ltd., reported at length in our December 29, 1944, issue, Sir Montague Eddy gave a full account of his recent negotiations with the Argentine Government, and the events leading up to the agreement which finally he was able to make with that administration. The broad details of that agreement were the subject of editorial comment in our November 10, 1944, issue; they covered retention of wages to staff, the authorisation of higher tariffs, and an improvement in rates of exchange. Sir Montague Eddy explained that two other requests that the companies had put forward had been rejected by the Government. One was that the companies should merge their administrations and operate their lines jointly, so as to prepare for the future by reducing working costs and by the elimination of uneconomical services and overheads. The second was that recognition should be accorded the companies of their exemption from payment of taxes on fuel oil purchased from outside sources. In the case of the Buenos Ayres Great Southern, the amount involved for the year 1943-44 is approximately £1,000,000, and in view of the Government's refusal the company is claiming through the courts the return of the moneys paid.

Sir Montague Eddy's review showed that the results of the negotiations were satisfactory in that the threat hanging over the heads of the privately-owned companies of having to pay back large sums from their own resources, and reduction in their receipts from June, 1944, had been removed; additional disbursements to which it was necessary to agree in respect of increased wages to the men also were covered by a corresponding increase in tariffs. Moreover, a vital point was gained in that the companies' proprietary right to their rates was established, and also rate increases which had been granted for limited periods were consolidated until the end of 1946.

More important, however, than any of the direct benefits obtained from the agreement must be judged the good atmo-

sphere in which the negotiations were conducted, and the evidences of goodwill on the part of the Argentine administration to which Sir Montague Eddy paid tribute. It is encouraging to record that the Decree authorising the increase in rates to cover the higher level of wages granted to the men on October 31 last contained the following statement by the Argentine Government: "That the explanations and arguments put forward by the companies in the discussions which had taken place have permitted both sides to exchange their different points of view, arriving at a basis of mutual understanding and an appreciation of the common interests involved and leading to a spirit of collaboration to arrive at a reasonable solution," and also "it is the policy of the Government to contemplate equitably and impartially the position of foreign capital radicated in the country." That official declaration gives good ground for Sir Montague Eddy's belief that the time will arrive when Government officials of goodwill may negotiate with the railways a long-term agreement. In that event it cannot be gainsaid that the visit of Sir Montague Eddy to Argentina has proved well worth while, in that he has effected a considerable improvement in relations between the railways and the Government, and that this, in itself, may prove of greater value to the mutually interdependent interests of Argentina and Great Britain than the direct and immediate concessions which have been made.

Sir Montague Eddy in his address at the Buenos Ayres Great Southern Railway meeting, dealt also with the position of the railways after the war and with the assistance which the British Government could accord to the important group of overseas investments represented by the Argentine railways. He pointed out that, although the sympathetic way in which the Government had received and helped the railways was appreciated, there was now a need for practical assistance in connection with fuel and other supplies. Great relief would be accorded to the financial position of British-owned railways in Argentina if they could obtain a reasonable quota of coal from Great Britain. Moreover, the almost complete stoppage of replacement material, particularly for locomotives, was another urgent matter. The transport capacity of the railways, for lack of these, was decreasing already, with eventual prejudicial reaction on services. More than a year ago it had been pointed out that, unless the railways had been granted permits for spare parts on a large scale, they would soon find their rolling stock in a very serious condition, and much of it would have to be laid by. He urged that the time had now come when the needs of the British-Argentine railways should receive special consideration so that they might be granted permits for the manufacture and export of essential requirements, and they were making representations to the British Government to this effect.

In general, the impression created by Sir Montague Eddy's review was that a very useful beginning had been made to tackling the difficult problems which beset the foreign-owned railways in Argentina. Much has still to be done. The evidence he gave of the improvement in relations with the Argentine authorities, and the greater goodwill manifest, suggests that there are reasonable prospects of the railways ultimately being accorded a "square deal." The British Government is known to be disturbed about the treatment which has been accorded British-owned railways in the past by erstwhile Argentine administrations, and recently has expressed its views on this matter in no uncertain terms. Sir Montague Eddy found no justification for suggestions that the capital of the British-owned Argentine railways should be written down, nor did he lend any support to suggestions which have been made in some quarters in Great Britain, as well as in Argentina, that the companies should be repatriated.

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### Late Trains

**D**OUBTLESS because of the lack of outstanding military news, the daily papers last week gave considerable prominence to various statements as to the late running of passenger trains. The most forceful and inaccurate was that published in *The Daily Express* on December 29 which suggested that as so many trains back to London on the first day after the Christmas holiday were four to five hours late, and there was no snow, not much fog, no bomb damage, and no strike or slackness on the part of the railwaymen, the failure to run trains punctually was evidently the responsibility of the higher ranks of railway organisation. The facts are that widespread fog and severe frosts prevailed particularly in the north, throughout the week, while the London area has experienced its coldest spell for many years.



The intense cold has caused points and passenger coach and wagon couplings, etc., to be frozen and has considerably hampered the formation and free movement of trains.

It is conveniently forgotten that the British railways have been, and are still, working, since the outbreak of war, far in excess of their pre-war maximum, and any hindrance to the normal flow of traffic rapidly causes a heavy accumulation. And, as every railwayman knows, it is much more difficult to clear heavy arrears of traffic than to deal with the same amount concurrently. Probably the primary task of the railways is to run some hundreds of special trains daily for the movement of Service personnel and equipment and the passage of these trains naturally affects adversely the timekeeping of passenger trains even under the most favourable conditions. When, however, fog and intense cold are experienced, heavier delays to ordinary passenger trains are inevitable.

The dispatch overseas of a very substantial number of heavy engines is also adding to railway difficulties and, although there was certainly no strike of British railwaymen during the period immediately after Christmas, there was an unusually large number of engine drivers and firemen absent through illness. When all these considerations are borne in mind, the general public will be in a better position to judge whether the late arrivals of passenger trains were due to "failures by the higher ranks of railway organisation."

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### The G.W.R. in War

ONE of the aspects of the war situation which we have regretted has been the loss of identity of the individual British railways, now that they are under Government control, and are apt to make their announcements under the comprehensive but uninspiring title of "British Railways." It is therefore refreshing to find that at last one of the "Big Four" has arranged for its own story to be told, and in such a way that the members of its staff may enjoy just pride in their own railway and its achievements. The war is not yet over, even in Europe, and there are still security limitations which prevent a great many interesting details being given, but, nevertheless, in the recently issued volume "The Un-Beaten Track" Collie Knox has contrived to present, under an apt title, a human story. In earlier wars the railways have had their measure of damage by enemy action, and the events of the American Civil War, the Boer War, and the first world war have made railwaymen familiar with some of the possibilities of bombardment, aerial and otherwise. Nevertheless, the railways of Great Britain in this war have stood up to more concentrated enemy action than ever before in their long history. The strain of traffic has been tremendous, but the railways have never been beaten. Certainly, also, the author leads his public along unfamiliar paths to a better understanding of what the railways have been doing through long years of war.

In a foreword, Lord Leathers, Minister of War Transport, points out that, although the book tells the story of the war effort of the Great Western Railway, it also typifies the work of all British railways, work of which railwaymen and women may well be proud. It is particularly the human aspect of railway operation that is stressed by the author, and to the staffs of British railways the book is dedicated. Nobody can read unmoved the account of quietly heroic deeds by railway people, although even now it is not possible to relate all that was done under unprecedented bombardment. Despite a friendly dig at the Censorship, the author rightly records that until the end of the struggle "security must hold sway," for of all targets, railways and their docks, their ships, tracks, and yards, are military objectives of the utmost importance. Nevertheless, the improvement in the war situation has enabled Collie Knox to place on record such incidents as the mysterious "invasion" scare at Swansea. He records that "at Swansea Docks at 12.42 a.m. on Sunday, September 8, 1940, the Docks A.R.P. Controller was informed by the local R.A.F. Office that a state of emergency existed. At 1.2 a.m. the Duty Commander of the Swansea Naval Base telephoned and asked that the Docks Offices should be opened to allow military personnel to man the Telephone Exchange and the Control Room. At 1.5 a.m. the Military took over. At 1.53 a.m. church bells were heard pealing. Immediately members of the Home Guard reported for duty and were posted as sentries at the entrance to the building. And there they waited—while the church bells sounded their dread tocsin."

But no sound, no sudden shot, no rustling disturbed the darkness. No official explanation of this strange event has ever been given."

After an introductory chapter, the author launches into an account of one of the most staggering tasks that any railway has been called upon to undertake—the first great evacuation, at the outbreak of war, of 3,000,000 children, mothers, the blind, and the infirm. There was, it is pointed out, another huge evacuation in June, 1940, but the 1939 figures suffice to indicate the magnitude of the task. Besides the London area, with its 1,300,000 children, the Great Western Railway was concerned with evacuations from Birmingham, Birkenhead, and Liverpool. Of the London children alone, on the first day, no fewer than 50,000 had to leave Ealing Broadway Station. Before the great trek to safety was completed, 163 special trains were run, with a total of 112,894 passengers on board. From September 1, 1939, to December 31, 1940, 375,373 evacuees were carried from the various evacuation areas to the receiving centres in Great Western Railway territory. The course of the book naturally follows the course of the war. After the evacuation came the "phoney war" and then Dunkirk. This meant evacuation on a super-scale and not only were trains and tracks involved but railway ships as well. Between May 27 and June 5, 1940, no fewer than 620 train loads had been despatched from Dover, Folkestone, Ramsgate, Sheerness, Margate, Newhaven, Harwich, Weymouth, and Southampton. The average loading was 546 a train, accounting for 330,000 officers and men, and of these, 293 trains, containing 1,046 officers and 181,479 men were conveyed over Great Western lines in seven days. But the railways' job extended beyond their tracks; the task began on the beaches across the Channel. The railway steamers *St. David*, *St. Andrew*, *St. Julian*, *St. Helier*, the cargo ship *Roebuck*, and even the ferryboat *Mew*, all played their part, despite bombing and shelling and the risk of mine and shoal. The *St. Helier* took off from Dunkirk the last of the British Expeditionary Force to be rescued—some 2,000 men.

The author devotes four chapters to the blitz as it affected railway operation on land and sea. In London, Paddington Station and district were repeatedly hit by high explosive and incendiary bombs and the G.W.R. fire and first-aid staffs had a busy time. The author recalls that during the sixteen months ended December 31, 1940, some 3,367 civilians and 792 members of the Forces were treated at the Paddington casualty stations, including a number of the 12,325 refugees from the Continent who passed through this London terminus. Among the stories of service at sea is that of the *St. Patrick*, the 1,922-ton Great Western steamer sunk by enemy planes on the Rosslare—Fishguard route on the morning of Friday, June 13, 1941. The tragedy was illuminated by the heroism of the railway company's staff. Miss Owen, stewardess, received the George Medal and Lloyd's War Medal for Bravery. The Second Engineer, Mr. F. J. Purcell, was awarded the M.B.E. and the Lloyd's Medal, and so was the Radio Operator, Mr. N. Campbell, who remained at his post while the ship was sinking.

The tale of heroism is continued, this time on land. During a raid on Liverpool, Norman Tunna, railway shunter, found a burning incendiary jammed between two H.E. bombs in a wagon of a fully-loaded ammunition train. In Tunna's own words the author quotes "I could not move the incendiary bomb with my hands, so I got my shunter's pole and forced the two big bombs apart. I was then able to throw out the incendiary. The top layer of bombs was very hot, so I sprayed them with water from the stirrup pump." Tunna then goes on to pay a tribute to the driver and fireman of the train who helped him with the water supply. He was awarded the George Cross. The book contains many other stories of gallantry under bombardment, stories of men and women doing much more than their routine duty on the tracks of the Great Western Railway. At the end of the book is a list of awards for gallantry made to the company's employees up to June, 1944. It runs to eleven pages.

The rest of the book provides the general public with a clear and non-technical exposition of railway operation in many unusual aspects. The work of women ticket collectors and other non-male members of the staff makes interesting reading. So does that of the railway police. Their job embraces more than is generally supposed, ranging from traffic control to control of ticket cheats and card sharpers! The author also pays a tribute to the railway Home Guard. The working of the docks and activities at Swindon Works are described, and form the subject of some of the illustrations to this eminently readable and human volume.

\* See Publications Received, page 7

## Unknown People and Their Parliament

By Ashley Brown

THE extremely interesting articles published in *The Financial News* under the title: "Who Owns the Railways?" and now reprinted in pamphlet form, are destined probably to exert an influence at the moment scarcely appreciated. To use a topical illustration, they constitute a bomb of the delayed-action variety. The interest created by their appearance was considerable, but the full effect of the articles has still to be experienced.

By this time the result of the analysis to which Mr. Hargreaves Parkinson subjected the stockholders' lists is generally known. It appears that the great financial magnates, the hidden powers of finance, the Machiavellian owners of industries and stocks are conspicuous by their absence. We look for them in vain. The entire British railway system, whether in peace or war an utterly indispensable factor in the national economy, is, it appears, the property of comparatively humble and unknown men and women. It is a curious, almost a disturbing discovery.

The writer of the articles proceeded to examine the powers of these stockholders. He discovered that no combination even of moderately substantial holdings would approximate to fifty per cent. of the whole. In any case the voting power is so arranged that the more you add to your stock the less you increase your influence. It is rather like the income tax; the more you make the less you see of it. The fact is, Parliament took every precaution against an abuse of power on the part of the railways. No one supposed, of course, that the railways were likely to need protection against an abuse of power on the part of Parliament.

What adds great interest to the ownership of the railways is the fact that, whether by chance or otherwise, the railway industry is likely to serve as a barometer which will indicate the sort of future in which we are to live. By the fate of this industry it should be possible to conclude whether the State is to exist for the benefit of the individual, or whether the individual is to exist merely for the benefit of the State.

By temperament and training we are a nation of individualists. It was not the State that built the railways, but individuals working and spending for their own ends. Certainly it was not the State that maintained the railways in exceptional efficiency when trade was bad and revenues were low. That feat was performed by individuals who believed that in the end their faith would be justified, as indeed it has been. The sole contribution of Parliament to the problem of the railways has been the re-organisation of the industry on terms it has not attempted to implement, and the imposition of restrictions which it maintained long after they had served any useful purpose. Beyond that, the only action of Parliament has been to make use of the railways when the railways alone could meet the national need. The proprietors of the railways, in short, owe to Parliament nothing whatever. The State, on the other hand, owes to the humble proprietors of the railways the tremendous contribution that transport is making to victory.

To suggest that the railways shall be taken from those who gave them their value, and shall be handed to those who have merely derived benefit from them, is a fairly large order. At any rate, as Mr. Parkinson ably demonstrates, it is not a step that can be justified on its merits. Do not let us make any mistake about what is intended by the desire of some people to nationalise the railways. What is at stake is the future of this country. What is in the melting-pot is the dispensation under which we are to live—whether we are to remain free to meet our own bills and to enjoy our own rewards, or whether we are to be handed defenceless to the enervating day-dreaming of men whose theories and plans may be weighed by the ton, but whose practical knowledge and executive ability is only to be estimated by the ounce. The fate of the railways will afford some indication of what is in store for the country as a whole.

It is not a pleasant thought that the moderate and sound section of the population can no longer leave its future in the hands of the House of Commons without a certain amount of misgiving. The ambition of the average Conservative politician is to remain in the train, if possible in a comfortable seat. Occasionally, he rouses himself to complain that the train might go faster. Secretly, he hopes to be invited to join the directorate in return for the energy with which he sits on any passenger who tries to pull the alarm. But if you ask him where eventually the train will arrive, you find it a matter to

which he has never given a thought. He has no idea. The attitude of the Labour representative is different, but scarcely more reassuring. The train, he tells us, must run to a destination of his own choosing. That the majority of the passengers have no wish to go there, is immaterial. They must be taken there for their own good.

The nationalists intent on grasping the industries of the country, are well advised to make their first attempt at the expense of the humble owners of the railways. The war has not proved a great deal, but at least it has furnished convincing evidence of the all-essential nature of transport. Give the State control of transport, and, whenever it so desires, the other industries of the country can be made to tumble into its lap like over-ripe apples.

It is true that, unlike the Conservatives, Labour knows what it wants. But the besetting weakness of the politician, his inability to visualise the logical conclusion of a tendency, is as apparent in the ranks of Labour as elsewhere in the House of Commons. Every Labour leader would repudiate indignantly, and quite honestly, the suggestion that he desires a state of affairs in which no worker will be able to call his soul his own. But Labour may one day discover that a State-administered economy can be a terribly inhuman thing. Let it once be established that no one can defend a particular worker without alienating the goodwill of a Government whose power extends to the most remote bench in the smallest of factories, and the worker as an individual will have ceased to exist. Before this war if he did not care to work for Jones, he could work for Robinson. Let the nationalists have their way, and very shortly after the war is concluded, if he will not work in a particular factory, he will spend his days in jail. That may appear an exaggeration, but there are things more improbable. The future either adds or takes away—it leaves nothing precisely where it is. *παντα ρήι*, as the Greeks had it.

It is interesting that Lord Beaconsfield commenting on the railways in their very early days directed attention to the fact that big finance had little or nothing to do with them: "What is remarkable in this vast movement," he said, "is that the leaders of the financial world took no part in it." The capital of the railways, he said, came from "unknown people in the country." Almost 100 years later, Mr. Hargreaves Parkinson scrutinises the stockholders lists, and finds that "ownership could not be more 'democratic' if, for example, the railways were nationalised." It would appear, therefore, that in all its dealings with the railways, Parliament has in effect dealt with a representative section of the nation. What is the reputation of Parliament in this connection?

The Railways Act of 1921, grouping the companies and dictating the disposal of their earnings, was not asked for by the railways. None the less when the Act was passed there existed an understanding between Parliament and themselves. It would be unwise today for the railways to endeavour to state the nature of that understanding. They would be accused of bias, even, possibly, of misrepresentation. Neither would the railways, with experience to guide them, willingly leave the task to members of the Government. The memories of modern Governments are short. It will be preferable to state the nature of the understanding that resulted in the Act of 1921, in terms deemed appropriate by *The Times* when on January 2, 1928, its main provisions took effect: "The Railways Act," said that journal in a leading article, "practically guarantees the railways a revenue that will enable them to pay the modest dividends hitherto received by their stockholders and if it fails to fulfil this purpose the State will find it difficult to escape the assumption of further liabilities towards those who have provided the money for their construction."

*The Times* under-rated the ingenuity of Parliament as it is now. Far from incurring further liabilities towards those who had created and maintained the railways, Parliament ignored the disabilities it had imposed on them and, when they were faced by acute competition, left them with one hand bound behind their backs. And is that all? Far from it. When, under the artificial stimulus of the war, the railways attained the incomes contemplated in the Act of 1921, Parliament permitted the Government to appropriate by far the greater part of the revenues which for the first time would have raised the remuneration on the preference and ordinary stocks to the levels it had declared to be desirable, and had virtually promised should be achieved.

It may be that the future holds in store for us events which historians will attribute to the gradual ebbing away of the trust and respect with which Parliament was once regarded by the unknown people of this country.



## LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

## Railway Operation on the Continent

4, Gordon Street,  
London, W.C.1. December 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to the possible supply by the U.S.A. of 2,500 guards' brakes to France mentioned in your issue for December 8, I would state that the provision on goods trains of independent vehicles like the British guards' brakes and the American cabooses is, or was, standard practice on both the Belgian and the German State Railways.

While on the German State Railway the guard's brake is invariably the first vehicle following the tender, the Belgian National Railways conform to British practice, and attach the guard's brake at the rear of the train. I would add that the French regulations provided that a guard's van (*fourgon*) must always be attached in the rear of long-distance passenger trains. For economy's sake this rule was suspended in respect of certain trains in the years immediately preceding the outbreak of the present war.

Spittal-Millstättersee on the Tauern Railway is not such a particularly bad location for locomotive changing as you seem to suggest in another article in the same issue, being in fact the junction of the still, I believe, steam-operated line from Spittal to Lienz and Franzensfeste (Fortezza) on the Brenner Railway. What the Villach-Spittal electrification would at any rate appear to facilitate is a separate running between these two points of the Tauern and Lienz trains. I believe that, when the Tauern Railway was still steam operated, Spittal-Millstättersee used to be the starting point for double heading of trains up the Southern incline.

Yours faithfully,

C. CARTY

## Cloakroom Deposit Conditions

Sutton, Surrey. December 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—It is to be hoped that the public relations officers of the railways will have observed the plaint of *The Sunday Pictorial* for December 24 in a leader headed "A catch in it" which follows on its recital the previous week of the experience of a passenger whose luggage had been wrongly handed out by an attendant and of compensation being refused because the value exceeded £5 and the luggage had not been insured.

It appears that a representative of that journal called at Waterloo Station cloak room and on tendering his bag with a declaration of value exceeding £5, was told it would have to be sealed with sealing wax which the owner must provide. The account goes on to state that at Kings Cross and Paddington Stations, luggage was actually declined for deposit when value was declared in excess of £5.

The article correctly reflects public opinion and the rather scathing criticism of railway methods seems justified.

The conditions shown on the cloak room ticket specify that if the value of an article exceeds £5, no liability is entertained unless the value is declared, and an additional payment made, but nothing is stated in the conditions about the article having to be sealed when tendered.

It is quite fantastic to expect passengers to carry sealing wax about with them (and presumably also tape) to comply with a requirement imposed by the railways without notice, for if sealing is considered indispensable, then clearly the cloakroom staff should be provided with the means for doing so.

Although it is true that the conditions—voluminous and in small print—are generally exhibited in poster form adjacent to cloak rooms, it has long been obvious that insufficient prominence is given to the character of the deposit conditions, although there have been considerable developments in railway publicity in other directions.

If steps were taken to make known the limitations of the contract, there would be an inevitable increase of railway revenue for a very large proportion of the deposits exceed the value of £5, and it is surprising, therefore, that the railways have not taken reasonable means to enlighten the public in the mutual interest of all concerned. Whether the limitation of £5 is appropriate to a fee of 4d. is a very open question!

How very necessary it is to bring to public notice the implications involved is shown by the general misapprehension in the public mind that in the event of a deposit exceeding the value of £5 being lost, the sum of £5 is recoverable towards the loss but, of course, nothing at all is payable under the conditions when the value exceeds £5 unless the extra charge is paid.

Action by the railways is considerably overdue in correcting the present unsatisfactory position by the issue of posters or placards making known the restrictive nature of the conditions enforced and if it is found necessary to maintain the sealing requirement, then this should be done by the cloak room staff in the presence of the depositor and preferably by a more improved method than sealing wax.

The existing arrangements are grossly inequitable from the public angle, for the railways are in effect taking advantage of conditions not adequately publicised and, at the same time, placing difficulties in the way of compliance with clauses which at once function for the purpose of protecting the depositor and imbruing the railways for increased responsibility.

It is to be observed that the question of damage also arises, as well as loss, but that presumably is another story.

Yours faithfully,

INVINCIBLE

[We understand that at Paddington the practice is to ask persons desiring to deposit luggage which they declare exceeds £5 in value to satisfy the attendant that the value of the contents exceed £5 by opening the case. The case is then re-fastened in his presence and accepted for storage. Should a person decline to open a case, the contents of which he claims exceed £5 in value, he is asked to seal it to the satisfaction of the attendant before it can be accepted. The reasons for this procedure are obvious, and the arrangement has operated satisfactorily for many years. The conditions on the back of the cloakroom ticket are of considerable value to the railway companies, but we know at least one company which interprets them in the spirit rather than the letter of the law.—ED. R.G.]

## Publications Received

**The Unbeaten Track.** By Collie Knox, Cassell & Co. Ltd. London: 7½ x 4½. 199 pp., 9 illus. Price 8s. 6d. net.—This book tells the story of the war effort of the Great Western Railway, but, as the Minister of War Transport, Lord Leathers, states in the foreword, it also typifies the work of the British railways. This book is the subject of an editorial article on p. 5.

**The Official Railway Equipment Register.** New York: The Railway Equipment & Publication Company, 424, West 33rd Street. 11 in. x 8 in. Approximately 1,100 pp. Price \$3.50. We have just received a copy of the latest quarterly edition of this comprehensive and invaluable register, which is issued in collaboration with the Association of American Railroads. It covers the railways of the United States, Canada, and Mexico, and, shows by car numbers the marked capacity, length, dimensions, and cubic capacity of railway vehicles used to transport goods. Further

assistance to the consignors of goods is provided by the statement, under the name of the particular railway, of freight connections and junction points. This vast amount of statistical information is well presented and thoroughly up to date. The four quarterly issues are available at the annual subscription rate of \$10.

**Healthy Industry.** By Dr. J. Taish, Medical Adviser to the Automatic Telephone & Electric Co. Ltd., Liverpool, 7, 6 in. x 9½ in. 52 pp. Price 2s.—This well-produced pamphlet has been compiled after considerable experience in the relatively new and important field of industrial medical welfare which this company wishes to make available to British industry. The pamphlet is divided into five sections dealing with: (1) a year's working of an industrial service established during the war; (2) "absenteeism" and its significance; (3) national statistical researches; (4) charts and graphs; (5) the absence recording system. The graphs and charts are interesting and the latter give a number of examples of individual record cards

which deal with the absence of staff due to various reasons, including industrial hazards.

**Chip-Breakers for Wimet Tipped Tools.**—A handy chart showing recommended widths of chip-breaking grooves for Wimet tipped tools has been issued by A. C. Wickman Limited, Coventry. The chart, measuring 15½ in. x 12 in., illustrates a variety of tipped cutting-tools and the form and width of grooves or recesses to break up the swarf. A table of dimensions gives the widths based on the tool cutting depths, in four stages from ⅛ to ¾ in., and in five feeds of 0.012 to 0.032 in. Grooves are shown for tipped tools for general use and heavy rough cutting; cuts extending to shoulder where the chip must break against the workpiece; for finishing cuts with a maximum cutting depth of ⅛ in.; and for tools with large nose radii in which the chip-breaking groove has a return on the heel to prevent it fouling the work. The chart is arranged for hanging and should be an asset in toolrooms and machine shops.

## The Scrap Heap

THAT RAILWAY CONTROL AGREEMENT  
Colonel Sir George Courthope: The Railway Control Agreement was negotiated in the shadow of an assurance—I will not put it stronger than that—that if it was not accepted, something much worse would be imposed.

Mr. P. J. Noel-Baker: I hope that this baseless charge will not be made again, either inside or outside this House.

### POST-WAR RAILWAYS

With a nice feeling for dramatic contrast the railways have chosen the depth of wartime winter, when fog and frost have combined with the Christmas holiday rush to make travel a slow torture, to draw a glowing picture of what travel will be like when peace returns. . . . The railways, compelled to restrict their services and to watch their paintwork peeling year by year, have earned a new capital of good will. If trains are late we remember how they ran through the blitz, if they are overburdened we remember their burden of battle-gear. The streamline expresses of the future will beat some records, but not those.—*The Observer*.

Speaking at Birmingham recently, Mr. H. I. Kenward, Dunlop Director of Distribution, said "Transport has become a keystone of our civilisation. The direct control of all types of transport in a post-war Germany could be made to constitute one form of insurance against another war."

### TRAINS AND TRAINS

It will not come. It is the lobster. I shouldn't have taken the brandy. These were my thoughts last night as I rumbled along in the sleeper provided for me by the Ministry of War Transport from Waverley to Kings Cross. I couldn't sleep. I reflected upon trains—trains which are so much a part of my days, and, alas!—nights.

Sleep did come at last. It was not the counting of sheep that brought it. I have discovered another and better way. Even if you have eaten the lobster and absorbed the brandy and the coffee—it—my plan—works. You disrobe—undress—slowly. You do your teeth. You arrange yourself. You put out the light. "I'm not going to sleep," something announces in your brain. You fear it is right; you are not going to sleep. Then you begin. It is no use counting sheep or reciting the Books of the Bible—even The Lord's Prayer fails. You are in a train. Train—for better or for worse it is. All right, train it will be. I am in a train—how many carriages—how many sleeping berths—first and third—the engine—the driver and the fireman—the guard (who stays at Wembley)—the conductor whose boy is in Sicily and is going in for law at Cambridge—you review them all—they are all in the train. But there are other trains—the Flying Scotsman—the Chicago Flyer—General Sir Bernard Montgomery's train—refreshment cars on the Great Western—how good their toasted tea cakes used to be—the slow train, Appin-Ballachulish—and the tiny one that goes from Kandy to Newera Eliya in Ceylon—there are trains and trains . . . and there are training animals (is it cruelty?)—and train bands and training for the 100 yds. and train-bearers and a train of thought . . . I fell asleep—train bound.—From "King's Cross to Waverley" by "Timoleon," William Hodge & Co. (Publishers).



"I only found out the other day that all these Information Kiosks were put up just to deceive the Germans"

[Reproduced by permission of the proprietors of "Punch"]

### VOLCANO EXPRESS

In February, 1943, an Indian farmer near the village of Paracutin, in Central Mexico, noticed a wisp of smoke wreathing up in the middle of his field. He tried to stamp it out with his feet, but not succeeding, he went away for help. The next morning there was a cinder cone 25 ft. high in the field, spitting stones; a week later the cone was 500 ft. high, and in ten weeks 1,100 ft.; six months after its birth the volcano Paracutin, which had not ceased work for an instant, is estimated to have ejected some 2,000,000,000 cu. yd. of lava, cinders and ash, and had devastated a large area of fertile country. Finally it has grown into a mountain 2,500 ft. high. But it's an ill wind that blows nobody any good. A leading geologist is reported to have described Paracutin as the "greatest show on earth," and the National Railways of Mexico have not failed to "cash in" on this remarkable tourist attraction. A special week-end express, with through Pullman sleeping cars, has been running from the Buenavista Station at Mexico City to Uruapan in the State of Michoacan, 17 miles from the volcano, and it has been doing a thriving business.

### 100 YEARS AGO

[From THE RAILWAY TIMES, Jan. 4, 1845.]

**G**REAT WESTERN RAILWAY.—CALLS for TENTH INSTALLMENT of £5 per Share on £100 Shares, and final Instalment of £3 per Fifth Share of £20 each.—The Directors of the Great Western Railway having resolved, at a meeting held this day, to Call, under the Provisions of the Acts of Parliament, for an Instalment of £5 per share on £100 shares, and also an instalment of £3 per share on the Fifth Shares of £20 each, Notice is hereby given, that the Proprietors are requested to pay, on or before the 6th day of January next, to any of the under-mentioned Bankers, the said sum of £5 on each of their respective £100 shares, and the said sum of £3 on each of their respective Fifth Shares, viz.:

**BANKERS.**  
London—Messrs. Glyn, Hallifax, Mills, and Co., at the Great Western Railway Office, 25, Abchurch-lane, City.  
Bristol—Messrs. Miles, Harford, and Co., Messrs. Elton, Baillie, Ames, and Co., Stuckey's Banking Company, The West of England and South Wales District Bank.  
Liverpool—The Bank of Liverpool.  
Cheltenham—The County of Gloucester Bank.  
Reading—Messrs. J. and C. Simonds and Co.  
By order of the Board of Directors,  
CHAS. A. HAUNDERS, Secretary.  
London Terminus, Paddington, Dec. 5, 1844.

### Collie Knox on the G.W.R.

Below are a few extracts from "The Un-Beaten Track" reviewed at length on page 5:—

We take so many marvels for granted, especially railways. What do they know of railways who only Paddington know?

When one fine day I chanced to meet one of the highest officers of the Great Western Railway, a man who carries his burden of responsibility with a lightness of heart which I would give for a fortune . . . if I had one . . . to emulate. I told him that I wished the public could by some means be given some idea of all that appertains to a great railway at war . . . but that I supposed it was not possible.

This leading light, who incidentally was educated to such good purpose at the self-same school which I did so little to adorn, appeared surprised, but pleased, at my unexpected championing of his very extensive "baby." So in an expansive moment he invited me to luncheon.

"Why," he said in casual tones . . . "don't you write a book about this railway at war?"

There is an air of friendliness which pervades this mighty railway. If a man does his job well, he is left alone and he can be sure of promotion. No one will ever see any totalitarianism on the Great Western Railway. . . .

You know, there is a whale of a lot of talk and discussion about what shall and what shall not continue to be controlled after the war ends. Various people go up and down the country advocating that the chains that bind us now shall bind us for ever and that we shall be turned into little State Stooges. . . .

I have met on this railway with something which no institution could attain. It is a quality of service and comradeship which, to my mind, only private enterprise can inspire. . . .

The Great Western is well aware that were they able to put on more trains the public would travel in war in reasonable comfort instead of in unreasonable discomfort. But the railway cannot issue an edict and say, "Put on more trains." In wartime the Minister of War Transport has the final word. His word, for the duration, is law . . . but only for the duration. . . .

The Government have taken over the railways as they have taken over our lives, our food, our clothes and our goings out and our comings in. None of us like it, but we put up with it because we are adjured—and we believe it to be true, that the efficient prosecution of the war demands the surrendering of our rights. But do not tell me that any man or woman of British stock will ever take to the notion of communal living or to communal eating, housing or to communal railways. . . .

Great has been the service in the war, not only of the railwaymen of the Great Western, but of all railwaymen. . . .

The Great Western is a railway of personality, and it is well that everyone should realise that alone of the railways in the country it did not lose its identity when the railways were reorganised under the Railway Act of 1921. The men at the top fought night and day so that their railway should always retain that "personal touch" which stands for so much.



## OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

### NEW ZEALAND

#### Failure of New Tunnels

The report of a Commission appointed in New Zealand to enquire into the circumstances connected with the serious defects discovered in the Fordell and Turakina tunnels on the Turakina Deviation of the Government Railways was laid on the Table of the House of Representatives by the Minister of Works on August 11. As is usual in the Dominion, the construction of these tunnels was effected by the Public Works Department. The commission found that both the design and workmanship were faulty. A brief summary of the report will be found on page 2, where the subject is dealt with in an editorial note.

### NEW SOUTH WALES

#### Manpower Problems

Complex problems were created on the New South Wales Government Railways as a result of the difficult manpower position during the year to June 30, 1944. According to the report of the Commissioner for Railways considerable overtime was worked in workshops and operating staffs were called on to work up to thirteen days each fortnight. Medical standards were relaxed to enable men not normally suitable for railway employment to be used in positions not connected with running lines. The employment of women to release able-bodied men was exploited to the greatest possible extent, with the result that 968 were employed on work previously performed by men.

#### Transport of Garratt Locomotives

An unusual task and one not previously undertaken by the New South Wales Department of Railways was the transport during the year to June 30, 1944, of completed Garratt locomotives from Victoria, New South Wales, to Clapham, Queensland, for the Queensland Railways. Each locomotive was transported in four units as under:—

Front engine unit on a "WW" well wagon.

Rear engine unit on a "WW" well wagon.

Boiler unit on special bogies provided.

Coal bunker and steam pipes in an auto-coupled and buffered open truck.

It was essential that the four units should remain marshalled in the correct order throughout the journey, as any alteration *en route* would have prevented expeditious re-assembly. The transshipment at Albury required special supervision, and proved one of the most difficult tranship tasks ever carried out at a border station.

#### Travel Permit System

The travel permit system for interstate passengers, which has operated since July 1, 1942, was amended as from January 3, 1944, according to the Report of the Commissioner for Railways, for the year ended June 30, 1944. The amendment made provision for an additional order of priority which granted travel permits under certain conditions to persons engaged in work associated with the war effort, school teachers, school children, and nurses.

Mr. T. J. Hartigan, the Commissioner for Railways, states that he still considers that the travel permit system is unnecessarily restrictive and irksome, and that if the system were more elastic many additional passengers could be carried on interstate

trains without the extra use of power and carriages. He finds it significant that for the year ended June 30, 1944, over 35,000 sleeping berths and seats were vacant on the two daily interstate express trains operating between Sydney and Albury.

### SOUTH AFRICA

#### Germiston-Vereeniging Electrification

As briefly recorded in *The Railway Gazette* of December 29, the Minister of Transport, at a banquet given in his honour at Vereeniging recently, stated that the Railway Administration had decided to electrify the line between Johannesburg and Vereeniging. He added that it had been decided to provide a 45-minute service, as well as special weekend services, between the two towns.

The Minister also announced that a new goods yard would be built, away from Vereeniging, as well as a new passenger station. About £286,000 had been set aside for new marshalling yards, and £55,000 for a new steam locomotive depot. The line between Germiston and Vereeniging would be doubled.

#### Train-Control Instrument

It is stated that the general installation on the South African Railways of the train-control instrument invented by Mr. M. C. van Schoor, and described briefly in *The Railway Gazette* of June 25, 1943, will result in a direct saving of £58,000, and that working expenditure will be reduced by about £8,000 a year. Incidental expenses of about £18,000 will be eliminated. It is said that considerable extra safety will be obtained in the working of trains. The new instrument eventually will become the standard single-line train-control apparatus on the South African Railways.

#### Artisan Staff Conference

The Minister of Transport, when opening the annual conference of the S.A.R.H. Artisan Staff Association at Germiston recently, stated that a large workshops rebuilding programme soon would be started. There would be a period of trade recession, he said, after the war was over, which would mean the slowing-down of production, but history showed that these periods were only temporary. The £10,000,000 fund should see the railways through any period of slump.

### UNITED STATES

#### Serious Bridge Fire

Recently a trestle viaduct on the Palestine-San Antonio line in Texas of the Missouri Pacific Railroad (International Great Northern Section) caught fire, and 72 out of the 142 panels of the structure, in the part where its maximum height of 26 ft. is attained, were completely destroyed. In just over six days, however, the viaduct was restored to traffic, as a result of some remarkable improvised organisation which brought men and equipment from as far as 300 miles away, and despite heavy rain which raised the water level to waist depth along much of the length of the bridge.

Long Lake Bridge is 1,834 ft. long, and is an open-deck structure on six-pile bents at 13-ft. centres. At the time of the fire it was in course of being rebuilt, and the work

included provision of five concrete fire walls, from ground to track level, at even intervals, to prevent the spread of fire.

#### Notable Reconstruction Work

When the seriousness of the fire was realised, two locomotive pile-drivers were dispatched, one from 240 miles away, and the other from 300 miles, the latter by a circuitous route which would bring it to the opposite end of the bridge, together with 12 bridge gangs from all directions. In 90 hr. 290 piles 45 ft. and 50 ft. long had been driven; 4-pile bents only were driven to restore the viaduct sufficiently to carry traffic at low speeds, and the two additional piles to each bent were driven later, when the reconstruction work was completed under traffic with reduced gangs.

At the maximum, 80 men were working in the bridge gangs, with an equal number of labourers, in two 12-hr. shifts. A 55-h.p. tractor-bulldozer, a ditcher, a Burro crane, and portable electric lighting equipment, also played a valuable part in the operations.

#### Collision on C.N.W.R.

On September 28 the "Calumet," a fast freight train of the Chicago & North Western Railway, was involved in a serious collision at Missouri Valley, Iowa, where it ran into No. 203 passenger train from Minneapolis to Omaha. The "Calumet," from Council Bluffs to Chicago, was on the east-bound track, which No. 203 was crossing to reach the westbound line. The latter train had five of its coaches derailed, of which two overturned; nine persons were killed and 75 injured. Automatic train control is in operation over this section, and manual cross-over operations at Missouri Valley are protected by the dispatcher, switch-stand lamps, and hand signals. The collision is under investigation by the Interstate Commerce Commission.

### ARGENTINA

#### Rates of Exchange

The following is the text of Decree No. 29,741, dated November 3, 1944, relative to the special rates of exchange granted to the privately-owned railway companies, to which reference was made in *The Railway Gazette* of November 10 and of November 17 last:—

"In view of the note presented by the representatives of the privately-owned railway companies, the President of the Argentine Nation, at a cabinet meeting, decrees:

Article (1): As from this date, the privately-owned railway companies may effect their remittances in respect of financial services at the special rate of exchange of 14.15 pesos (paper) to the £, or its equivalent in other currencies.

Article (2): The custom houses or receiving offices shall, as from this date, issue clearance certificates in respect of imports for the companies mentioned at the special rate of exchange of 14 pesos to the £, or its equivalent in other currencies." The Decree is signed by President Farrell, and Señores Ameghino, Teisairé, Pistarini, Peluffo, Etcheverry Boneo, and Juan D. Peron.

#### State Railways' Employees Dwellings

The Administration of the Argentine State Railways has approved a plan for the construction of 343 dwellings for employees, at a total cost of 4,775,000 pesos. The buildings will be distributed as follows: Jujuy, 36; Salta, 25; Embarcación, 28; Formosa, 42; Santiago del Estero, 25; Añatuya, 29; Quimili, 29; La Rioja, 29; Catamarca, 33; Recreo, 21; Serrezuela, 31; and Ingeniero Jacobacci, 15.

## Electric Traction on the Madrid, Avila and Segovia Lines

### Electric services are now in operation between Madrid and El Escorial and Madrid and Cercedilla

ON April 26, 1944, the head of the Spanish Government, General Franco, performed the opening ceremony of the newly-electrified main lines running northwards from Madrid to Avila and Segovia; these lines separate at Villalba, 38 km. (24 miles) from the capital. (Trains carrying the public had commenced to run on March 16.) The main line is double to the French frontier at Hendaye, and turns west at Villalba to Avila, 121 km. (75 miles) from Madrid, but electric traction is in use only as far as El Escorial, 13 km. (8 miles) beyond the junction. The other line, running northwards from Villalba, is single and passes through Segovia, 63 km. (39 miles) beyond, regaining the Hendaye main line at Medina del Campo, 30 km. (19 miles) beyond Segovia. The electric services terminate at Cercedilla, 20 km. (12½ miles) beyond Villalba. El Escorial and Cercedilla mark the extreme points of most of the residential journeys from Madrid.

These lines are part of the former Northern Railway of Spain Company's system and the electrification was part of a programme originally drawn up by that company and would have been completed sooner but for political events. Electric traction was first introduced by the old company in 1924 on part of its single line between León and Gijón which, between León and Oviedo, traverses the difficult Pajares range; this route has numerous tunnels, spiral loop alignments and long gradients.

Electric working is in operation between Busdongo and Ujo, a distance of 62 km. (38½ miles) on the overhead system at 3,000 volts d.c. The locomotives are of Co + Co wheel arrangement. In 1926 tenders were invited for the electrification of the double-line section between Barcelona and Manresa, 64 km. (40 miles) and the single-line route from the junction at Moncada, 9 km. (5½ miles) from Barcelona on the Manresa line, to St. Juan de las Abadesas, 105 km. (65½ miles), near the French frontier. These lines were equipped on the overhead system at 1,500 volts d.c. This was similar to the northern extremity of the Hendaye line, between that station and Alsasua, 106 km. (66 miles); all three routes were operated electrically from 1929. Both locomotives and multiple-unit trains were used. The locomotives were of the Co + Co, 1-Co + Co-1, and 2-Co + Co-2 types; the last mentioned were used for hauling heavy main-line expresses. The electric working and regenerative braking on the long grades were so effective that the company considered changing the system of traction on the Madrid-Avila-Segovia lines. Apart from local advantages this would have released a number of steam express locomotives for service elsewhere.

After a tour of inspection in the United States by the then General Manager of the Northern Railway of Spain, Señor J. Moreno Ossorio, accompanied by leading Spanish electrical engineers, plans were completed and the approval of the authorities obtained in 1933 for a scheme estimated to cost about 78 million pesetas, but considerable delay was caused in obtaining current at an acceptable price.

Work was begun but was stopped com-

pletely by the Civil War. Much of the material purchased was lost, including 1,078 tonnes of copper; and sub-station buildings and other equipment were destroyed. Immediately after the war, however, the Northern Railway of Spain Company took steps to continue the work. Fortunately, the equipment for the high-speed locomotives, ordered from the Brown-Boveri Company and the Maschinenfabrik Oerlikon, Switzerland, was completed and safe, and Ateliers de Sécheron had parts of the medium-speed locomotives in hand; a certain amount of work had been done in Spain on the multiple-unit stock but because of rising costs new estimates had to be prepared, totalling nearly 128 million pesetas. After the unified "Renfe" railway system was formed, the project again received formal sanction, and although the European war created new difficulties and interfered with the delivery of material, it was completed this year. Diplomatic negotiations were necessary to obtain from the German occupation authorities permission for the French Alsthom concern to keep its workmen engaged on the rotary converters ordered for the substations.

#### Principal Features at the Work

Power is supplied by a three-phase 46,000 volt power line from four outside undertakings, the Spanish Hydroelectric, Madrid United, and the Alberche and Duero power companies. At Madrid the supply is obtainable from all four; at Otero (on the Segovia line), it is taken from the Duero works and at Avila from the Alberche concern. There are 11 substations situated at Madrid and Las Matas (24 km. from Madrid), at Las Zorreras, Robledo, Las Navas, Navalgrande and Avila, all on the Hendaye main line from Madrid, and Collado-Mediano, Tablada, Otero and Segovia on the Segovia route. The feeders form a "Y" connection at Las Zorreras, which is the electrical junction point, and arrangements provide for continuity of supply under all conditions. The substation design is the same as that of the earlier work, which has given satisfaction. The main high-tension transformers are in the open and the equipment is divided into "traction groups," each composed of a 1,620-kVA. transformer, with two secondaries, which feed the a.c. side of a 750-kW. rotary converter which delivers d.c. at 825 volts. The rotaries are connected in series to give 1,650 volts (1,500 nominal) on the contact wire. Rotaries were necessary for regenerative working to be obtained without complications.

The usual switching, measuring and protective devices are provided, and the stations are well laid out and lighted. Each contains two traction groups, with space for a third. The double contact overhead line consists of two grooved copper wires, each 105 sq. mm. (0.162 sq. in.), except on subsidiary tracks, where only one is used, suspended alternately from a catenary cable at intervals of 2.5 m. (8 ft. 2 in.). Re-inforcing feeder cables are used over certain sections, the supports are usually placed 50 m. (164 ft.) apart; on straight or slightly curved track—this distance is reduced in tunnels—and on curves and at stations the dis-

tance is altered to suit. The usual overlapping section-insulators are provided wherever possible. The automatic colour-light signalling between Madrid and El Escorial has been modified to provide additional protection against broken down insulated rail-joints on the polarised a.c. track circuits. Resonating impedance-bonds have been added, but the lengths of the block sections remain the same. A complete selective train-control telephone system has been added, as well as the ordinary telephone circuits from point to point.

#### Locomotives and Rolling Stock

Twelve express locomotives of the latest type now in use between Alsasua and Irun have been ordered from the Beasain concern, who undertook the mechanical parts as well as the erection; the electrical equipment has been ordered from Switzerland. Twin 6-driver locomotives are in use; each axle is driven separately by single-reduction gear and quill. These units are connected by a universal-type joint and are guided at their outer ends by a four-wheel bogie. All the buffing and draw-gear is on the trucks and the cab-body merely rests on the latter. Vacuum brake is fitted; the control equipment is electro-pneumatic with cam-shaft action, giving series, series-parallel and parallel connections. These engines can haul trains of 1,000 and 650 tonnes, exclusive of the locomotive, at 55 and 68 km. (34 and 42 m.p.h.) at full excitation, between Madrid and Torrelodones, and trains of 550 and 350 tonnes at the same speeds between Collado Mediano and Cercedilla, with contact wire voltage at only 1,350. The maximum speed attainable is 110 km.p.h. (68 m.p.h.). The 24 medium-speed locomotives intended for goods and heavy passenger trains can haul a 680-tonne train at 35 km.p.h. (22 m.p.h.), or one of 240 tonnes at 60 km.p.h. (37 m.p.h.), between Collado and Cercedilla, where the grade is 1 in 55. There are also two 6-wheel units, with independent drive to each axle, but no carrying-wheels.

The multiple-unit trains for the suburban services are made up of sets; 30 have been supplied, each composed of a motor coach and a driving trailer, permanently coupled and mounted on Brill type 4-wheel bogies; all wheels on the motor coach are drivers. Provision has been made for 38 second and 29 third class seats in the motorcoach and 104 third class in the trailer. The couplers at each end of the set are of the Tomlinson automatic pattern. These sets can be coupled to four in number to make trains of varying capacity. Practically all the equipment was made in Spain; the nose-suspended motors were of Metropolitan-Vickers design, connected permanently in series in pairs. Control is electro-pneumatic, and the current is provided at 65 volts by a motor-generator set, with automatic action if desired.

Braking is by compressed air—either straight or automatic—or by rheostatic control, at will, with mutual interlocking; emergency braking is always effected by air. The 5 ft. 6 in. gauge has enabled a roomy and handsome type of vehicle to be designed and the appearance of the trains is neat and attractive. Side by side with the electrification has gone other important work, such as strengthening of the track and rebuilding of stations to accommodate the increased traffic, which is confidently expected. The new services should encourage a redistribution of population in the environs of Madrid.



## The Railway System of Jamaica—I

### *A general description of the system and its traffics, with an account of economic problems*

By H. R. Fox, B.Sc., M.Inst.C.E.,  
General Manager, Jamaica Government Railway



Bridge over the Rio Minho at May Pen, erected in 1923 to replace that on right

THE Government Railway system comprises all the lines in Jamaica; it is built to the standard gauge of 4 ft. 8½ in., and the mileage operated is 216 (inclusive of a six-mile branch added in 1942 to serve a military depot). The line runs from Kingston, the capital, on the south coast, to Montego Bay, the tourist centre, on the north-west coast (a distance of 113 miles). It crosses the main range of mountains at an elevation of 1,700 ft. above sea level. The ruling curvature and gradient of the mountain sections are 330 ft. and 1 in 30, respectively. From May Pen, 33 miles from Kingston, the line branches off to Frankfield, a town in the central mountains, 23 miles away. From Spanish Town, 12 miles from Kingston, the line branches for Port Antonio (76 miles from Kingston on the north-east coast), and at Bog Walk on that line (20 miles from Kingston) the railway branches for Ewarton, 9 miles away, in the central mountains.

The track consists of 80-lb. rails laid on native hardwood sleepers on hard limestone ballast. The sleepers are of such density that it has been found economical to notch them to a depth of ¾ in. to receive the bases of the rails. This prevents spreading of gauge and prolongs the life of the sleeper on account of there being less mechanical destruction due to resinking; the average life is 30 years.

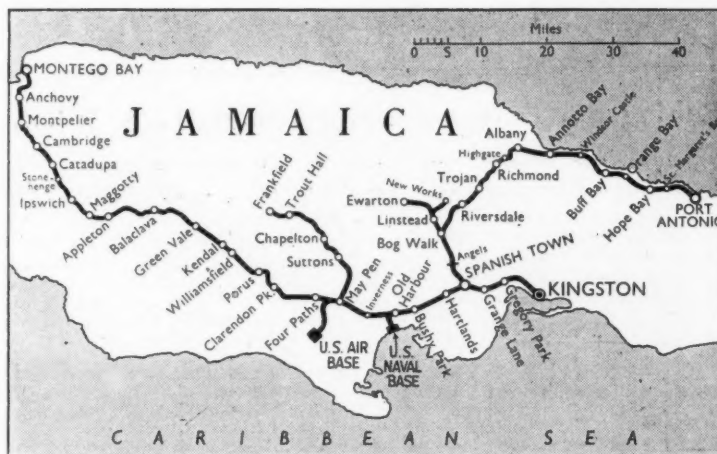
The heavy grades and curvature in the mountains limit the load which an engine can haul to an average of five fully-loaded 40-ton double bogie wagons, that is to say, 27-ton paying load, 13-ton tare. On the flat sections the average load is thirty fully-loaded 40-ton double bogie wagons. An engine in good shape will haul up to fifty 40-ton wagons fully-loaded, but as some of the wagons have wooden frames the average load is thirty, on account of the danger of pulling out draw heads. These factors make the cost of moving freight and passengers exceedingly high; it is at present, in war conditions, approximately 9d. a ton-mile.

Before 1939, the main traffic consisted of bananas for export, which provided about 75 per cent. of total earnings, and reached a total of 271,000 tons a year. General merchandise and other traffic was in the neighbourhood of 100,000 tons. The number of passengers was 400,000, of which only 5,000 were first class. General merchandise and passengers were carried

rate for this class of traffic—approximately 5d. a ton-mile. Revenue was generally in the neighbourhood of £300,000, and expenditure, £275,000. Capital expenditure is £4,000,000, and interest and redemption charges, respectively, £57,000 and £32,000. Redemption charges are now borne by the Government.

Since 1939 the whole picture has changed. Banana traffic for export has practically ceased, due to shortage of shipping, although the railway hauls approximately 40,000 tons a year for local consumption. General merchandise and other traffic (apart from bananas) represents approximately 360,000 tons, and passengers, one and a quarter million. Because of the drastic reduction in the use of petrol and tyres the railway is now called on to effect practically all the island's transport, with the exception of a small amount handled by one coastwise steamer.

The haulage of general merchandise, that is to say, shop goods, has increased by approximately 550 per cent. since 1939. This has caused most of the railway's difficulties. Previously it hauled approximately 22,000 tons of general merchandise a year, which was handled easily in the one freight shed in Kingston (built in 1846). A small staff only was employed in the Traffic Branch, because, although banana traffic was heavy, the railway did not load or unload the fruit (this was done by the fruit companies' employees), and it was not weighed (each wagon merely was invoiced as one wagon of bananas). On the other hand, general merchandise traffic calls for a road collection and delivery service, loading and unloading by railway personnel, weighing, classifying and invoicing, and so on. A 550 per cent. increase in tonnage meant the construction of ten small freight sheds in Kingston (there was no site available for one good-sized shed) and a considerable extra staff, which, of course,



Sketch map of the Jamaica Government Railway

at low rates in an attempt to compete with road transport, operating parallel to the railway for its entire length. Second class passengers were transported at approximately 1d. a mile for the single journey, and 1½d. a mile for the return journey; goods were hauled for as little as 1-2d. a ton-mile, and the average freight rate was 2d. a ton-mile. The railway was particularly suited for banana traffic, and, therefore, was able to charge a very good

was untrained in railway practice, as there is no other railway in the island.

Since 1939 salaries and wages have been increased, on an average, 40 per cent.; in addition, the railway pays a large sum to its personnel in the form of war bonus.

Working conditions have been improved considerably, that is to say, hours of work have been reduced, and better leave facilities and subsistence allowances have been granted.

The cost of fuel has increased by approximately 400 per cent. (it reached £7 a ton); and the type of coal now used is inferior in quality to the pre-war commodity, which factor has caused an increase in consumption. The cost of materials for the maintenance of engines and equipment has increased by 60 per cent. Moreover, it has been necessary to spend a large sum on overtime, not only

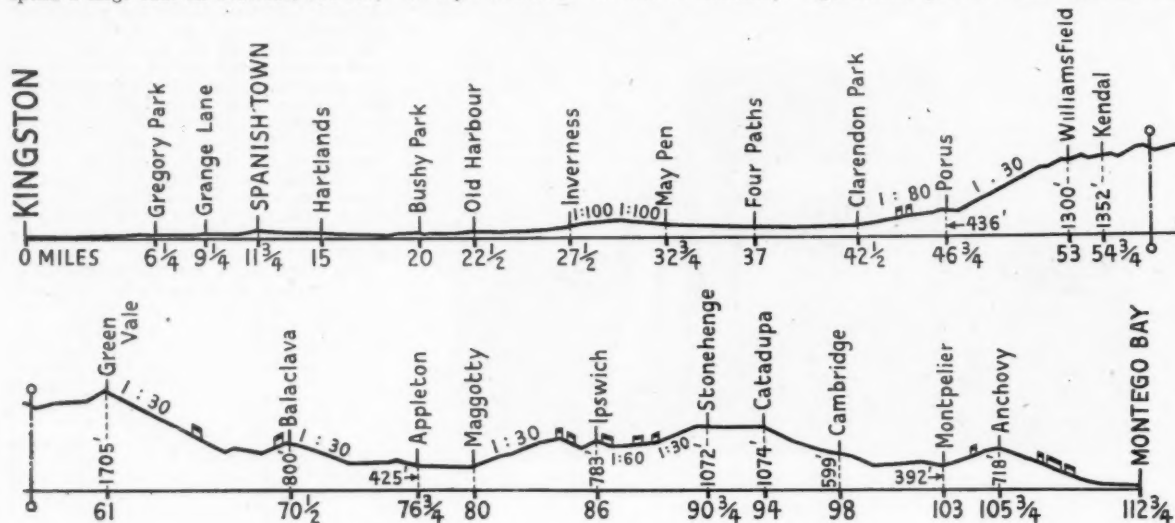
to cover this cost on account of the disruption which would be caused to the cost-of-living index and the cost of production of most of the island's primary products, such as sugar, edible oils and ground provisions. The result has been an increase in the operating deficit, which is now approaching £300,000 a year.

This deficit causes a drain on the colony's resources. It will be extremely

the island is insufficient to permit of free competition between road and rail transport.

(e) The average haul by rail is short.

(f) A large number of motor lorries is required to transport the products of the main industries of the island—sugar, canes, bananas and citrus—to outports, railway stations or factories; and, as those agricultural products are seasonal, the



Gradient profile of line from Kingston to Montego Bay

for operating, but for quick repairs to locomotives over week-ends.

Thus, the cost a ton-mile of hauling freight has increased considerably. Rates have risen to approximately 6d. a ton-mile for general merchandise, although for canes and sugar the rate is as low as 1½d. to 2d. a ton-mile. The rates are still, on an average, however, 50 per cent. below the actual cost of the service. It has not been possible to in-

crease them to cover this cost on account of the disruption which would be caused to the cost-of-living index and the cost of production of most of the island's primary products, such as sugar, edible oils and ground provisions. The result has been an increase in the operating deficit, which is now approaching £300,000 a year.

(a) The island has several good harbours which can be used by coastwise steamers in competition with the railway.

(b) There are many thousands of miles of good roads which can be used by motor lorries in competition with the railway.

(c) The cost of operating the railway must always be high.

(d) The volume of traffic available in

lorries would have little or no freight to haul during the months in which the crops were not being handled if road transport were restricted seriously to enable the railway to haul an adequate tonnage of goods. This would mean that the owners of motor lorries, in their turn, would not be in a position to earn sufficient revenue to warrant the owning and operating of their vehicles.

(To be continued)

## Raising the Tennessee River Bridge, L. & N.R.R.

**This main-line bridge, consisting of six main spans of about 200 ft. and a lifting span of some 300 ft., was raised throughout by 18 ft.**

THE construction of the Kentucky Dam has necessitated the raising of the 1,550-ft.-long Tennessee River bridge, carrying the main line of the Louisville & Nashville Railroad over that river, by 18 ft. To enable this work to be carried out without interruption of traffic, a diversion was constructed, consisting mainly of a 1,700-ft. temporary timber trestle viaduct with a maximum height of 80 ft. The girders of the permanent bridge—six of which are of about 200-ft. span and one a 299-ft. vertical lifting span—are spaced at 18-ft. centres, and are carried on reinforced-concrete piers from 50 to 90 ft. in height.

Before raising operations were begun, the upper 16 ft. of the piers were encased in r.c. sheaths 18 in. thick, so as (i) to obviate the plane of weakness at the junction between the old piers and their extensions, and (ii) to provide the extended pier with a cap of the same size as that on the old piers, and so carry the same girder bearings; the original 1 in 24 batter

was adopted for the pier extensions. The sheathing was keyed into the old concrete, and steel cross ties were also extended through each pier to marry further the old and new work. The reinforcement of the sheathing consists of ¾-in. horizontal bars at 12-in. centres, and 1-in. vertical bars at 10-in. centres, with no steelwork coming within 3 in. of the surface.

Before the jacking up of the spans began, the counterweights of the vertical lifting span were removed to enable that span to be jacked up independently of the tower span on each side of it. The towers are built up from the end panels of these spans, and for safety in raising were securely guyed.

The raising was carried out in successive 3-ft. lifts by means of two hydraulic jacks under each bearing girder. The 200-ft. spans gave a load of 160 tons to each jack, except under the lifting towers, where the loading was 458 tons; the lifting span jack loads were 236 tons.

Under the towers 500-ton jacks were used, and elsewhere 350-ton jacks. All four corners of each span were jacked up simultaneously, seven men working on each jack, and a uniform lifting rate being maintained. As a safety measure ¾-in. oak shims were built up one upon another under each bearing up to a lift of 9½ in., when they were replaced by three rows of pre-cast 9-in. x 9-in. concrete blocks, spaced 2 in. apart and with a lead sheet over them. Meanwhile, the jacks were similarly blocked up. After a 3-ft. lift had been attained, the pier was built up in concrete poured *in situ*.

The most difficult part of this undertaking was the erection of the pile and trestle temporary viaduct much of it in deep water, and especially the through truss span of 157 ft. across the main channel near one end of it. The trestle piers to carry this span each consisted of five 10-pile bents, heavily braced, and the span was erected on two twin 5-ft.-deep plate-girder temporary spans as falsework, nearly 70 ft. above low-water level and 80 ft. above river-bed level. The work was carried out by the Tennessee Valley Authority engineers, but the L. & N.R.R. maintained a resident engineer on the site as their representative, according to our American contemporary *Engineering News-Record*.



## Scenes on the Jamaica Government Railway

(See article, page 11)

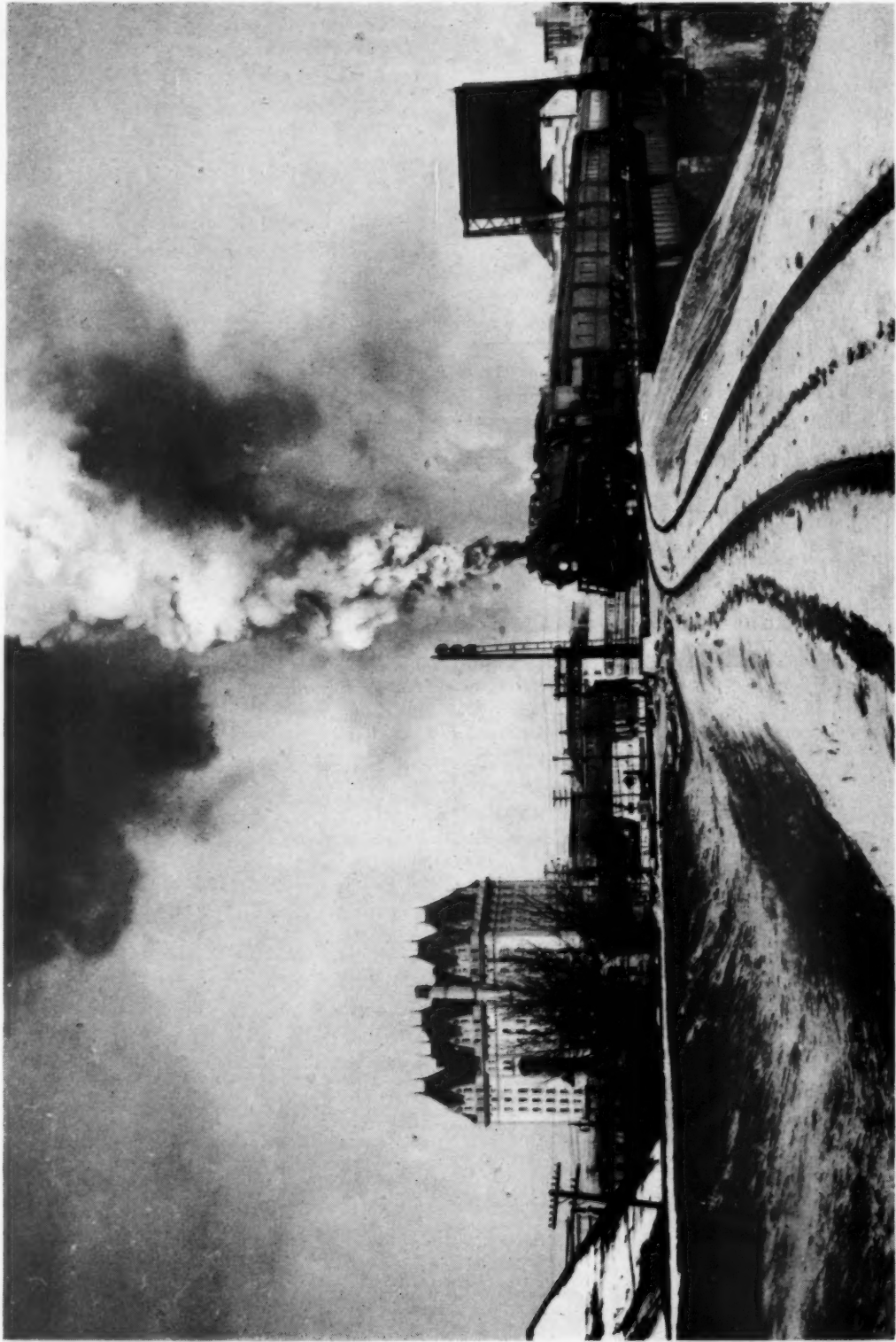


*Two U.S.A.-built austerity locomotives hauling a train of 40-ton double-bogie wagons over Melrose Hill, Kingston—Montego Bay line*



*A view of Porus Station, Kingston—Montego Bay line, showing U.S.A.-built austerity locomotive next to General Manager's railcar*

### The C.N.R. "Continental Limited" Leaving Winnipeg



A seasonable view of the Canadian National Railways' all-steel express train the "Continental Limited" leaving Winnipeg Station, Westward bound. This train runs daily in each direction between Montreal and Vancouver, and covers the 2,930 miles in 88 hr. The building on the left is the Canadian National hotel "The Fort Garry."



## RAILWAY NEWS SECTION

## PERSONAL

## L.M.S.R. HOTEL SERVICES

The L.M.S.R. announces that Mr. A. E. Towle, C.B.E., Controller, L.M.S.R. Hotel Services, retired on December 31, and that Mr. F. G. Hole succeeded him as Hotels Superintendent from January 1, 1945.

Mr. Francis George Hole, A.C.A., Chief Assistant to Hotels Controller, L.M.S.R., who, as recorded above, has been appointed Hotels Superintendent was born in November, 1904, and was educated at King's College School, Wimbledon. Mr. Hole is a Chartered Accountant; he served his articles with Walter Meacock & Company, of London and Newport, Monmouthshire, and passed his final examination in 1929. Early in 1930 he took up an appointment as Senior Assistant with Thomson McLintock & Company, Chartered Accountants, with which firm in the course of the succeeding four-and-a-half years he had valuable experience in many branches of accounting practice. In July, 1934, he was appointed Hotels Accountant to the L.M.S.R., and he has since worked closely with Mr. Arthur Towle. About two months ago Mr. Hole was appointed Chief Assistant to Hotels Controller, in connection with which appointment a portrait was published in our issue of December 8 last.

## L.N.E.R. APPOINTMENTS

The L.N.E.R. announces that Mr. W. S. Barnes, Rating Surveyor for the whole line and Estate Surveyor, North Eastern Area, has been appointed Estate Surveyor, Southern Area, in succession to Mr. C. B. Tidmarsh, who has retired. Mr. Barnes will retain the position of Rating Surveyor for the whole line.

Mr. W. F. McCoy, K.C., has been appointed Chairman of the Appeals Tribunal under the Northern Ireland Road & Railway Transport Act, in succession to Mr. B. J. Fox, K.C., who has resigned.

## SOUTHERN RAILWAY APPOINTMENTS

The Southern Railway announces the following recent appointments:—

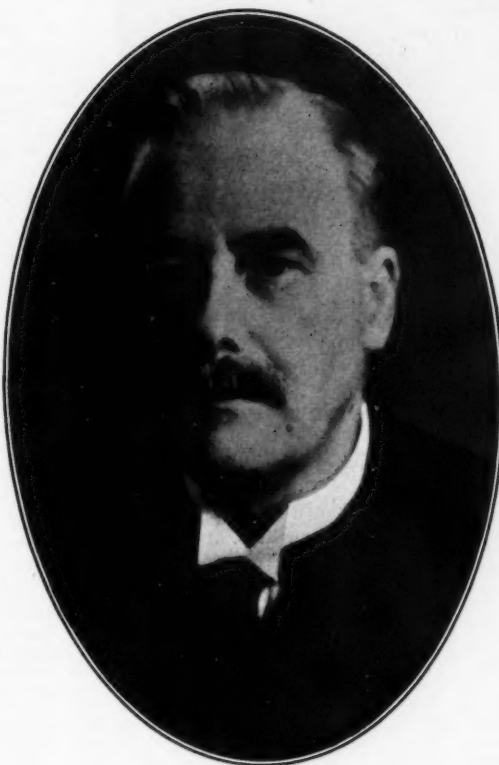
Mr. C. S. Cobley, Senior Assistant, London West Division, to be Assistant to Superintendent of Operation.

Mr. A. E. Edwards, Assistant Divisional Superintendent, Western Division, to be Senior Assistant, London West Division.

## NEW ZEALAND GOVERNMENT RAILWAYS

It is recorded in the statement of the New Zealand Minister of Railways for 1943-44 that Mr. E. Casey, General Manager, Mr. A. L. Smith, Transportation Superintendent, and Mr. W. Bishop, Chief Accountant, of the Government Railways, have retired. Mr. J. Sawers has been appointed General Manager, and Mr. C. R. Riesop has succeeded Mr. Sawers as Assistant General Manager. Mr. A. T. Hawken has been appointed Transportation Superintendent, and Mr. R. P. Gillies, Chief Accountant.

Mr. W. H. Hanscombe, who has retired from the position of Solicitor to the London & North Eastern Railway Company, was educated at Charterhouse School and was articled to Mr. Arthur Rollit of the firm of Rollit & Sons, Solicitors, of Hull and London. He was admitted Solicitor on July 3, 1899. From 1899 to 1907 Mr. Hanscombe was Managing Clerk to Hawkins & Company, Solicitors, of Hitchin, an old-established firm with family connections with Sir



Mr. W. H. Hanscombe

Solicitor, London & North Eastern Railway Company, 1941-44

Henry Hawkins, afterwards Lord Brampton, the well-known Criminal Judge. Mr. Hanscombe was made Assistant Solicitor to the Southampton County Council in 1908, and held that office until 1915. In the next year Mr. Hanscombe became Chief Assistant Solicitor to the late Mr. R. Hill Dawe, Solicitor to the Great Northern Railway Company, and, on the formation of the London & North Eastern Railway Company in 1923, he was appointed an Assistant Solicitor to Sir R. Francis Dunnell, Chief Legal Adviser to the new company. In 1926 Mr. Hanscombe was given the post of Assistant Solicitor for General Matters, which he held until his appointment in October, 1937, as Chief Assistant Solicitor. When, in 1941, Mr. I. Buchanan Pritchard was appointed Chief Legal Adviser to the Great Western Railway Company, and continued to be Chief Legal Adviser, but relinquished the office of Solicitor, to the London & North Eastern Railway Company, Mr. Hanscombe was appointed to succeed him in the latter capacity. (See editorial note, page 1).

## L.N.E.R. LEGAL DEPARTMENT

Mr. W. H. Hanscombe, Solicitor to the L.N.E.R., retired on December 31, and the following appointments in the Legal Department took effect as from January 1, 1945:—

Mr. Miles Beevor, Chief Legal Adviser, to be in addition Solicitor to the company in England.

Mr. E. Coleby, at present Assistant Solicitor (Common Law & Conveyancing), to be Chief Assistant Solicitor.

Mr. H. Mayo to be, Assistant Solicitor (General Section).

Mr. F. C. Scott to be Assistant Solicitor (Common Law Section).

Mr. C. H. M. Nixon to be Assistant Solicitor (Conveyancing Section).

Captain H. Vivian has been elected a Director of Associated Electrical Industries Limited. He is Chairman of Beyer, Peacock & Co. Ltd., and a Director of the Great Western Railway Company, Metropolitan-Vickers Electrical Co. Ltd., and other companies.

## L.M.S.R. APPOINTMENTS

The L.M.S.R. announces the following appointments:—

Mr. A. I. MacMillan, New Works Assistant, Divisional Engineer's Office, Glasgow, to be District Engineer, Irvine, from January 1, *vice* Mr. C. Marsden, retired.

Mr. B. E. Walker, Assistant to District Engineer, Irvine, to be New Works Assistant, Divisional Engineer's Office, Glasgow, from January 1.

Mr. W. L. Rigby, Assistant to District Engineer, Inverness, to be Assistant to District Engineer, Irvine, from January 1.

Mr. M. Harbottle, Engineering Assistant, District Engineer's Office, Liverpool, to be Assistant to District Engineer, Inverness, from January 1.

Mr. A. Tims, Assistant to District Engineer, Barrow, to be Assistant to District Engineer, Derby (North), from January 15, *vice* Mr. H. E. Brace, retiring.

Mr. E. L. Rushbrooke, Chief Draughtsman, District Engineer's Office, Stoke, to be Assistant to District Engineer, Liverpool, *vice* Mr. W. H. Best, promoted.

Mr. J. Scragg, Acting General Assistant, Chief Operating Manager's Office, Watford H.Q., to be Staff Assistant to Chief Operating Manager, Watford H.Q., from January 1.

Mr. J. F. Burge, Assistant District Locomotive Superintendent, Wakefield, to be District Locomotive Superintendent, Longsight, from January 1, *vice* Mr. T. A. E. Rigby, retired.

Mr. G. R. Mason, Goods Agent, Albion, to be Goods Agent, Wigan, *vice* Mr. F. Senior, promoted.

Mr. A. T. L. Reed, Goods Agent, Harrow, to be Goods Agent, Albion, from January 1.

Mr. C. S. Shinton, Goods Agent, Kidderminster, to be Goods Agent, Spon Lane, *vice* Mr. G. A. King, promoted.

Mr. R. Christian, Stationmaster, Sowerby Bridge, to be Stationmaster, Oldham (Mumps, Central & Werneth), from December 5, 1944, *vice* Mr. R. S. Wilkinson, retired.

Mr. Arthur Mitford Sims, C.I.E., B.Sc. (Eng.), A.M.Inst.C.E., Chief Engineer, North Western Railway, India, who, as recorded in our issue of September 29 last, is retiring, was born on March 31, 1889, a son of the late Sir Thomas Sims, who was Chief Engineer of the Works Department at the Admiralty. Mr. Sims was educated at Dulwich College, and at

Mr. Joseph Eric Heining, B.Sc., A.C.G.I., Deputy General Manager, North Western Railway, India, who, as recorded in our issue of September 29 last, has been appointed Chief Engineer, was born in Guernsey in 1892. He was educated there, at Elizabeth College, and afterwards was at the City & Guilds Engineering College, South Kensington. He

when he took over from Mr. Sims in September, 1944.

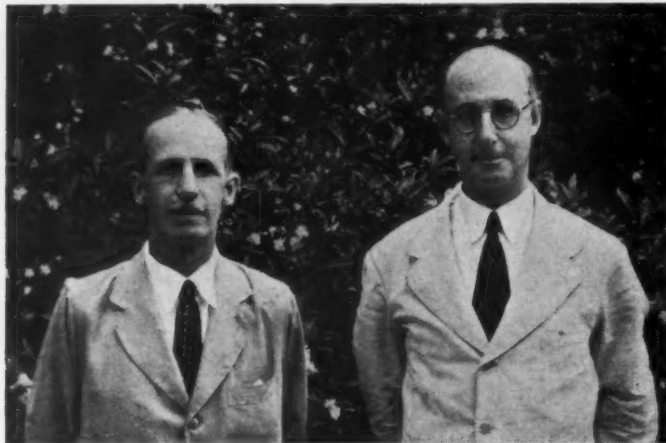
We regret to record the death on December 13, at the age of 52, of Mr. F. D. Day, Chief Draughtsman, Carriage & Wagon Department, Chief Mechanical Engineer's Department, Doncaster, L.N.E.R.

We regret to record the death of Mr. S. W. Milford, O.B.E., who retired in 1923 from the position of District Operating Superintendent, Southampton West, Southern Railway.

Sir George Binney has been appointed a Director of the United Steel Cos. Ltd.

Mr. W. A. Doble, Expenditure Accountant, South African Railways & Harbours, has been appointed Chief Accountant, on the retirement of Lt.-Colonel N. N. Ellis. Mr. Doble has acted as Chief Accountant since March, 1943, while Colonel Ellis has been on active service.

Mr. Basil Moody, V.D., M.Inst.T., Chief Operating Superintendent, North Western Railway, India, who, as recorded in our November 10 issue, proceeded on leave, preparatory to retirement, on October 13, was educated at Marlborough and St. John's College, Cambridge. He joined the N.W.R., India, as an Assistant Traffic Superintendent in January, 1912. He served in France from 1915 to 1919 in various capacities, and eventually was Deputy Assistant Director-General, Transportation, in the Army of the Rhine, with the rank of Major; he was mentioned in dispatches. On his return to India in January, 1920, he was posted to Karachi as District Traffic Superintendent. At the end of 1923 he was appointed Statistical Officer in the Headquarters Office, and early in 1926 was transferred to the Railway Board as Deputy-Director, Traffic & Statistics. He returned to the N.W.R. at the end of 1929, and served in various capacities until 1935, when he was transferred again to the Railway Board, to officiate as Secretary, in which post he was confirmed in the next year. In May, 1937, he returned to the N.W.R. to succeed Mr. H. D. Furley as Chief Operating Superintendent.



Mr. J. E. Heining (left), who has succeeded Mr. A. M. Sims (right), who has retired, as Chief Engineer, N.W.R., India

University College, London, where he took first class honours in Engineering. He went to India in 1911 and was posted as Sub-Divisional Officer on quadrupling works on the Eastern Bengal Railway. Subsequently he was engaged on other works until, in 1916, he went to East Africa and worked on the Voi military railway. He returned to India in 1918 and was posted to the N.W.R. as Sub-Divisional Officer at Wazirabad during the shortening of the Alexandra Bridge over the Chenab River. In 1921 he became Superintendent of the Kalabagh Bannu Railway. During leave in 1923 Mr. Sims attended courses at the London School of Economics, where he took two firsts, and in the next year was appointed Divisional Engineer at Rawalpindi, N.W.R. From 1927 to 1933 he was Track Supply Officer at headquarters, Lahore, during which time he wrote several technical papers dealing with stresses in fishplates, wear of rails, and check-rail clearances on curves. Subsequently he officiated for a short period as Deputy Chief Engineer, Bridges, and later officiated as Deputy Chief Engineer, Northern. In 1939 Mr. Sims went to Calcutta, where for a short period he was on the East Indian Railway Accidents Tribunal. In February, 1940, he went to the Railway Board as Director of Civil Engineering; subsequently he became Deputy General Manager, N.W.R., and in 1941 he officiated as General Manager. In September of the latter year he took over as Chief Engineer, in which post he has remained since, except for two short periods of officiating as General Manager, in 1943 and in 1944. He proceeded on six months' leave, preparatory to retirement, on August 29 last. Mr. Sims was made C.I.E. in the New Year Honours, 1943.

Mr. F. L. Sabatini, Transport Officer of the National Farmers' Union, is resigning to join the National Road Transport Federation.

took his B.Sc. (honours) in London in 1912. He spent the next year with the Patent Shaft & Axletree Co. Ltd., and then went into the office of Messrs. Rendel, Palmer & Tritton. In September, 1914, he was commissioned in the 11th London Regiment (Finsbury Rifles). He afterwards saw service at Gallipoli, and later went to Egypt, where he transferred to the Royal Engineers (Kent Field Company) in 1916. After service in Palestine, he was demobilised, in November, 1919, when he joined the N.W.R., India, as Sub-Divisional Officer at Quetta. In 1924 he was promoted to be Divisional Engineer at Rawalpindi. Mr. Heining became Deputy General Manager in 1939. After periods as Deputy Chief Engineer and, again, Deputy General Manager, he commenced to officiate as Chief Engineer



Mr. Basil Moody  
Chief Operating Superintendent, N.W.R., India, 1937-44



Mr. R. A. P. Setterfield (Manager, Hotels, Refreshment Rooms & Restaurant Cars Services, Great Western Railway) has been appointed Chairman of the Catering Committee of the Railway Executive Committee, in succession to Mr. A. E. Towle (whose retirement from the position of Controller, L.M.S.R. Hotel Services, is recorded on page 15).

Mr. H. C. Wheeler, who has retired after 51½ years' service, was known as "Stock" Wheeler (linking him with his job of Chief of the Rolling Stock Section of the Southern Railway). He started his career with the former L.S.W.R. at Hounslow in July, 1893. For the past 42 years he has been in the Rolling Stock Section Headquarters, of which he has been Chief for 32 years.

#### L.P.T.B. STAFF CHANGES

Mr. E. S. Welton, Purchasing Agent, London Passenger Transport Board, has retired, after nearly 46 years' service.

Mr. Welton is succeeded by Mr. R. B. Hoff, previously Assistant to the Chief Stores Superintendent.

Mr. A. P. Reynolds, who has been Chairman of the Great Southern Railways Company (Ire) since 1942, and Managing Director of the Dublin United Transport Co. Ltd. since 1941, is the first Chairman of the new amalgamated transport company, called the Irish Transport Company (Córas Iompair Éireann), formed by the amalgamation of the Great Southern Railways Company and the Dublin United Transport Co. Ltd., which came into existence on January 1, under the provisions of the Transport Act, 1944.

#### LUNCHEON TO MR. W. H. HANSCOMBE

On December 21 Mr. W. H. Hanscombe, Solicitor to the L.N.E.R., was entertained to luncheon at the Liverpool Street Hotel by the chief officers of the company to mark the occasion of his retirement at the end of the year. Sir Charles Newton (Chief General Manager), who occupied the chair, called on Mr. Miles Beevor (Chief Legal Adviser) to read the "writ" which had been served on Mr. Hanscombe requiring his appearance to answer certain grievous charges made against him by his hosts. The "defence" which Mr. Hanscombe had entered appears to have been completely successful, and the friendly associations which had always existed between him and his brother officers, first of the G.N.R., and (since 1923) of the L.N.E.R., as described by Sir Charles, who was ably seconded by Mr. L. C. Glenister (Chief Accountant), were fully maintained, and were given tangible expression by the presentation of a silver salver. A letter was read from Mr. C. J. Selway (late Passenger Manager, Southern Area), who was unable to be present, referring to Mr. Hanscombe's connection with the old G.N.R., dating back to 1916, and to his work for the children of the Culross Hall Mission. Retired officers present, both of whom spoke warmly of their associations with Mr. Hanscombe, were Mr. R. Bell and Mr. G. F. Thurston.

#### SOUTH AFRICAN RAILWAYS & HARBOURS

Mr. I. Broll, Assistant Superintendent (Commercial & Staff), Cape Town, has been appointed Superintendent (Commercial & Staff), East London, in succession to Mr. A. S. Goodbrand, who has retired.

#### The New Year Honours List

Among the honours announced in the New Year list were the following of transport and industrial interest:—

##### Viscount

The Rt. Hon. Wyndham Raymond, Baron Portal, D.S.O., M.V.O., Minister of Works, 1942-44. Director, Great Western Railway Company.

##### Baronet

Sir Charles Bruce-Gardner, lately Controller of Labour Allocation & Supply, Ministry of Aircraft Production. Chief Executive for Reconversion, Board of Trade.

##### Knights Bachelor

Professor Leslie Patrick Abercrombie, M.A., F.R.I.B.A., Professor of Town Planning in the University of London.

Mr. Peter Boswell Brown, M.Inst.C.E., M.Inst.M.M., J.P., Chairman & Managing Director, Hadfields Limited.

Mr. Arthur Percy Morris Fleming, C.B.E., D.Eng., M.Sc., M.I.Mech.E., M.I.E.E., Director, Metropolitan-Vickers Electrical Co. Ltd., Manchester. For services to education.

Mr. William Percival Hildred, C.B., O.B.E., Director-General of Civil Aviation, Air Ministry.

Mr. Allan Campbell Macdiarmid, Chairman & Managing Director, Stewarts and Lloyds Limited.

Alderman William Walker, M.I.Mech.E., M.I.E.E., J.P. For services to municipal electricity supply.

##### K.C.M.G.

Sir Walter Turner Monckton, K.C.V.O., M.C., K.C., lately Director-General of British Propaganda & Information Services at Cairo.

##### C.M.G.

Mr. William Guy Weston, Principal Assistant Secretary, Ministry of War Transport.

##### K.C.I.E.

Sir Leonard Wilson, lately Chief Commissioner of Railways, India.

##### C.I.E.

Mr. Erode Ramaswamy Iyer Seshu Ayyar, Indian Audit & Accounts Service, Director of Railway Audit, Government of India.

Mr. Percy Raymond Leigh-Bennett, Transportation Manager, Bengal-Nagpur Railway, Kidderpore (Calcutta).

Mr. Robert Mowbray, Railway Adviser & Government Director of Indian Railway Companies, India Office, London.

Mr. Daintry Douglas Warren, M.C., Indian Civil Service, Joint Secretary to the Government of India in the Department of War Transport.

##### C.V.O.

Mr. Thomas Wright Royle, M.B.E., Vice-President, London Midland & Scottish Railway (dated November 1, 1944).

##### C.B.

Mr. Gleeson Edward Robinson, M.C., LL.D., Regional Transport Commissioner for London, Ministry of War Transport.

##### K.B.E. (Civil Division)

Colonel Sir (Arthur) Stanley Angwin, D.S.O., M.C., T.D., Engineer-in-Chief, General Post Office.

##### C.B.E. (Civil Division)

Mr. George Lionel Darbyshire, O.B.E., Vice-President, London Midland & Scottish Railway.

Mr. Richard William Foxlee, M.Inst.C.E., Deputy Chief Engineer (Civil) & Deputy Head of Engineering

Contracts Department, Crown Agents for the Colonies.

The Hon. Laurence John Walter Keller, lately Minister without Portfolio, Southern Rhodesia, and recently General Secretary of the Rhodesia Railway Workers' Union.

Wing-Commander Arthur Harold Measures, O.B.E., M.M., R.A.F. (retired), Manager of the Associated Airways Joint Committee.

##### O.B.E. (Civil Division)

Mr. Donald Malcolm Francis Chisholm, Chief Operating Superintendent, East Indian Railway, Calcutta.

Mr. Kenneth James McNeill, Regional Controller of Railway Priorities, Bombay.

Mr. Cecil George Somers, Port Captain (Acting Port Manager), Kenya & Uganda Railways & Harbours.

Mr. Robert Steven Vipon, Regional Controller of Railway Priorities, Calcutta (North).

##### O.B.E. (Military Division)

Major (Temporary Lt.-Colonel) William Ernest Dewdney, T.D., Royal Engineers, Territorial Army.

Commander Herbert Francis Whitworth, M.B.E., R.N.V.R., Principal Rail Transport Officer, Admiralty.

##### M.B.E. (Civil Division)

Mr. Percy Stuart Attwood Berridge, Executive Engineer, Bridges (West), North Western Railway (India), Lahore.

Mr. Henry Francis Dennison, District Signal Engineer & A.R.P. Officer, Bengal & Assam Railway, Chittagong.

Mr. Robert George Miller Dobbie, Resident Engineer & Personal Assistant to the Chief Engineer, Oudh & Tirhut Railway, Gorakhpur.

Mr. Albert Joseph Holton, Stationmaster, Lime Street Station, Liverpool, London Midland & Scottish Railway. For services in connection with the movement of overseas troops.

Mr. Thomas Douglas Lee, Traffic Department, Burma Railways, Deputy Regional Controller of Railway Priorities, New Delhi.

Mr. Robert William Sadler, A.M.I.Mech.E., Inspector, India Store Department, Office of the High Commissioner for India, London.

Mr. Leslie Dudley John Turnbull, Secretary to General Manager, East Indian Railway, Calcutta.

A selection of honours from the second section of the New Year list will be published next week.

Mr. F. Pickworth has been appointed Managing Director of the English Steel Corporation Limited and its subsidiaries, Darlington Forge Limited and Industrial Steels Limited. Mr. F. S. Beale, Assistant Secretary, has been appointed Secretary of the corporation.

Mr. A. F. Cross, Sales Engineer on the London Office staff of British Insulated Cables Limited, who recently completed 50 years' service with the company, has been presented with a cheque for £50, on behalf of the company, by Mr. T. H. Martin-Harvey, the Deputy-Chairman.

#### INDIAN RAILWAY STAFF CHANGE

The services of Mr. A. P. R. Grindley, Officiating Deputy Chief Operating Superintendent, N.W.R., have been placed at the disposal of the War Transport Department.

## TRANSPORT SERVICES AND THE WAR—275

### Christmas Message from Lord Leathers

The following is the text of the Christmas message from Lord Leathers, Minister of War Transport, to all transport workers:—

"Throughout this Christmas season, ships and wagons and lorries will be loading for the big offensives of 1945. Opportunities for rest and relaxation among many transport workers will be all too few, but you will have the consolation of knowing that, by your strenuous endeavours in the past twelve months, you have helped to bring nearer the return of happier times.

"Our men abroad look to the civilian transport services to maintain, and, if possible, accelerate, the supplies which

behind schedule. In congratulating the railways on their achievement, the Ministry of Supply stated that these figures were typical of Royal Ordnance Factories as a whole, and that the arrival of workmen's trains more than 10 min. late represented less than 1 per cent. of the total number run.

### First Western-Front Leave Train

Two leave trains of men from the Western Front arrived in London on the evening of January 1, and were received with great enthusiasm.

### Belgian Travel Restrictions

As a result of the German counter-offensive launched by Von Rundstedt on December 16 on the borders of Germany, Belgium, and Luxembourg, the Belgian

with the American troops seems to be excellent, and the latter are said to be most appreciative of the work and general conduct of the Indian Railway units.

### French Transport Reconstruction

Information gleaned from correspondents in various parts of France indicates that French railwaymen, with Allied assistance, are making a superb effort to restore railway transport to France, a task as vital to the prosecution of the war as to France's problem of economic reconstruction. That same necessity of war, which at one moment requires destruction, shortly afterwards, with equal urgency, demands rapid reconstruction. Thousands of French railway workers, who were risking their lives a few months ago to sabotage the railway transport system of France and deny its use to the Germans, today are working incredibly



*The first train to cross the Maintenon Viaduct, on the main line between Paris and Chartres, after it had been restored temporarily. The extensive use of railcars is a characteristic of many of the passenger services now being worked in France*

will enable them to strike the decisive blow. They know you will not fail them, nor will the transport services be found wanting when the moment comes to move our main Forces with all possible speed to the East Asia theatre of operations.

"May the New Year bring to all seafarers a fuller measure of safety than they have known since the war began, and to all inland transport workers a lightening of the burdens so cheerfully borne in the past five years."

### Special Trains for War Workers

Between January and December of last year, some 325,000 special trains were operated to carry workers to Government factories. Special steps were taken to ensure a high standard of punctuality in the running of these trains and excellent results were achieved. A check taken by the Ministry of Supply over a period of a month during last summer showed that at six of the largest factories (from the point of view of passenger traffic), which between them received 3,070 trains, only 23 arrived more than 10 min. late; 1,350 trains were run to two of these factories without one being

Ministry of Foreign Affairs announced on December 19 that all journeys to or from Belgium were restricted, for reasons of military security. Exception is made only for civilian travellers on missions essential to the war effort, or for the economic reconstruction of Belgium.

### German Christmas Travel Ban

No one was permitted to travel by rail in Germany during the four days from December 22, without special police permission.

### Indian Railway Units on the Assam-Burma Front

The specially-enlisted Railway Construction and Operating units are reported to be doing excellent work on the Assam-Burma front. The former are called upon not only to lay and maintain track, but to build bridges in brick or concrete, drive piles, quarry stone, operate excavating machinery, and supervise unskilled labour. Bridging companies, under civilian guidance, assemble and erect girder spans, large and small, and operating units also are showing up to great advantage. The liaison

long hours and often in conditions of great hardship to restore French railways for Allied use. The stress of war which brought French railways to a standstill already has done much to make them move again, but the French transport problem continues to be of considerable magnitude.

At the end of August last there was virtually no long-distance public railway transport functioning anywhere in France, and the gradual restoration since then has been recorded in these columns from time to time in messages which we have received from our own correspondent in Paris, from official communications, and from readers serving with the Allied Forces. By the end of September French railways were hauling 10,000 tons of military supplies daily, and by the end of November the daily tonnage of these supplies transported by rail had been increased to nearly 45,000.

French and Allied mechanics, working side by side, by the beginning of December had repaired and put back into service 390 damaged locomotives. Some 27,000 railway wagons were found by the



Allies in France and Belgium or on lines in occupied Germany up to the beginning of last month. To these have been added many thousands more units of rolling stock and hundreds of engines, including some diesel locomotives, taken by the Allies into France.

In a two-week period at the beginning of December, 80,662 Allied soldiers were carried on 40 trains, and hospital trains made 57 journeys carrying 16,879 patients.

We have already recorded that the official figure given by the French National Railways in October of the number of railway structures destroyed was 1,860, and that 15 of the 19 principal marshalling yards suffered so severely as to require complete reconstruction. Subsequently it has been stated that 29 of the 50 principal locomotive repair shops were put out of action.

In 1939 the rolling stock of the French National Railways was returned officially as 18,500 locomotives, 31,100 carriages, 515,000 wagons, and 700 railcars. The present position is difficult to assess, mainly because of wildly contradictory statements attributed to M. Rene Mayer, the French Minister of Transport. Early in November he was quoted as saying that, before the war France had some 11,800 (*sic*) locomotives. On September 1 last, she had 2,800. By urgent repairs and by using spare parts (now coming to an end) he had managed to restore 1,000 more; he hoped to have about 6,000 in all by January—half the number available before the war, with double the work to be done. Against this, British trade union leaders who visited Paris later in November were informed that on July 31 last there were 11,000 locomotives available, although only 30 per cent. were then usable, and that more than 3,000 had been taken to Germany. More recently, M. Mayer was reported as saying in the French Consultative Assembly (on December 14) that, up to September last, France had been reduced to 22 per cent. of her locomotive stock, 21 per cent. of the passenger stock, and 37 per cent. of the goods wagon stock. A statement from another French source gave the total of French locomotives at the end of 1939 as 16,600, and said that, on October 14, 1944, only 12,000 were left, and 4,000 of these were gravely damaged, so that the engines in service were only 48 per cent. of the pre-war effective strength. Of 29,000 pre-war carriages there were only 15,000 left, of which 5,000 were heavily damaged. Likewise, the number of railway wagons had been reduced from 480,000 to 200,000, of which only 170,000 were serviceable. (In passing, M. Mayer is said to have given the effective stock of motor lorries as "roughly 50 per cent. of the 480,000 possessed before the war." Possibly the use of the misleading word "trucks" by an American translator is indicated). The discrepancies are obvious, and cannot be rectified on our present information. It seems probable that M. Mayer is making pessimistic estimates for political purposes, because of negotiations for supplies from the U.S.A. There are stated to be some 800 American-built locomotives in France at present.

It was announced just before Christmas that the 710th U.S.A. Railway Grand Division, sponsored by the Atchison, Topeka & Santa Fe Railway, has set up its headquarters in this Paris area, under the command of Lt.-Colonel Otto D. Grill. The group, when it was first activated at Fort Sam Houston, Texas, on December 14, 1942, consisted of a small

cadre of twelve enlisted men with Lt.-Colonel Grill assuming command as General Superintendent. The group received a thorough 11-week course of technical training in the offices of the Northern Pacific and the Great Northern Railroads in St. Paul, Minnesota. In preparation for the administrative work which they were designated to handle as the co-ordinating unit for three railway operating battalions, they were trained in the organisation and mission of the U.S.A. Military Railway Service, practical engineering and drafting, telegraphy code practice, office administration, and military railway service rules. On completing their training the division sailed for England, where they stayed at a marshal-

ling area for a short time before sailing for Cherbourg. The division arrived in France on August 27, 1944, and set up its headquarters. It has administrative responsibility for the 716th, 723rd, and 744th Railway Operating Battalions. These battalions, operating throughout France, work the trains and carry supplies through to the front. One of these battalions runs a division of about 100 miles of railway and keeps the rolling stock in repair.

All U.S.A. railway units are sponsored by some American railway and most of the men in them are previous employees of that line. Some details of these arrangements were given in our December 29 issue, page 645.

## Soviet Railways This Winter

The difficulties and tasks facing Soviet railways this winter, when they have to transport supplies over many hundreds of miles of devastated territory, to a front line which moves constantly and rapidly further away, were described in an editorial in *Pravda* on November 29, broadcast by Moscow radio. The following is an approximate translation of the article, which was entitled "Railway Transport Has Entered the Winter Period."

Soviet railway transport has entered the fourth war winter. The army of railway workers, having successfully coped with the summer period, must now solve a new and more complicated task. They must overcome in a Bolshevik manner difficulties which arise from frost and snowstorms. The plans for winter transport will have to be effected in more complicated conditions than in previous years.

By reason of the victories of the Red Army, the front has moved far to the west. To supply it uninterruptedly with everything necessary for the further victorious offensive of our troops, more time is needed for the journeys of troop trains to the front line, more rolling stock, more fuel, and more skill and efficiency in work.

Considerable parts of the routes traversed by the troop trains lie through districts which were subjected to savage devastation by the German invaders. Yet, as experience has shown, by Bolshevik organisation, railway workers can cope successfully with all demands of the front, no matter how great and responsible they may be. The tasks of railway transport in the rear have also become more complicated. Fuel and raw materials for many new enterprises, and for others restored this year, must be transported this winter. Greater demands are being made on railway transport by all branches of our constantly growing Socialist industry. The capacity of enterprises has increased, and their production plans have been enlarged. Industry needs more raw materials and fuel; it gives more products which must be transported.

The Red Army and the whole country are watching the work of our transport. The railway workers, in a letter to Comrade Stalin, pledged themselves to solve with honour the tasks before them in winter conditions. Now the time has come to fulfil these promises. Along the routes in the Urals and Siberia hard frosts have already set in; snowstorms are raging. The first days of work in winter conditions have shown that the preparations for the winter have not all been completed in some sections of these lines.

The Party organisations, district committees, and Town and Regional committees of the Party, must pay daily attention to the question of railway transport, and must now in particular assist the railway workers energetically to make good their deficiencies and guarantee the unconditional fulfilment of transport plans.

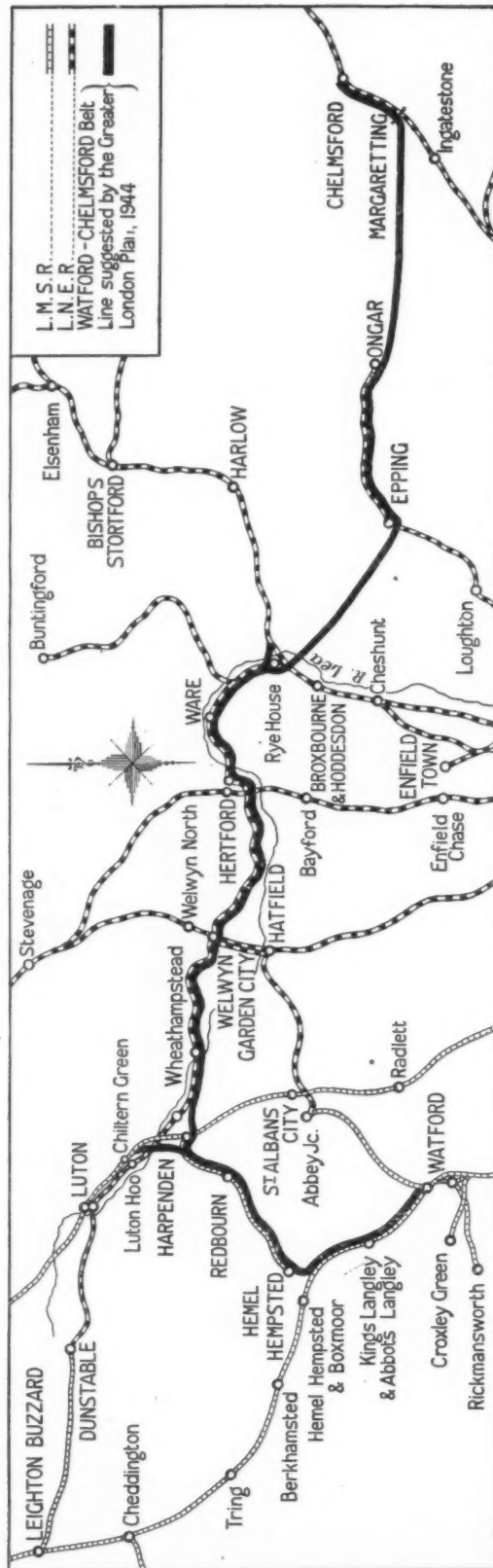
Experience has shown that most disturbances to traffic during the winter originate with the engine drivers. Very often an inexperienced or undisciplined engine driver, who has begun his journey with a badly-repaired locomotive, can hold up traffic on a section. Among the engine drivers are many young drivers and their assistants, who for the first time will have to drive a locomotive during the winter. They must be observed constantly, taught how to look after the locomotive, shown how best to stoke, and how to save fuel. Exemplary order must be maintained in the fuel stores and at the coal stockades; uninterrupted supply must be ensured; the rails must be cleared of snow and slag; and close contact must be established between workers of different sections. Railway transport uses a great deal of fuel. Engine drivers are required not only to bring their trains to the given places on time, but to save coal, wood, and crude oil. It is necessary to reduce the number of locomotives used for auxiliary work.

The demand for smooth working applies just as much to linesmen, despatchers, and rolling-stock workers. Traffic disorganisation will result if the rolling-stock workers leave the automatic-braking system in bad condition, and do not prepare a sufficient quantity of suitable grease; if the signalmen have not seen to the efficient lighting of signals; and if the linesmen have not put into effect all the means for fighting the snow. Snow-shields must be arranged correctly; the condition of the snow-sweepers must be checked; shovels and brooms must be to hand always; and there must be constant contact with the collective farmers and local Soviets against the possible necessity of quickly mobilising the local population for clearing the tracks.

The railway workers must constantly remember their responsibility to the country and to the front. Comrade Stalin in his speech on November 6 stated: "The Soviet railways have stood a strain that the transport of other countries would hardly be able to bear." These words of our leader have evoked a new labour enthusiasm among our railway workers. Inspired by Stalin's praise, the Soviet railway workers must fulfil their task in the fourth war winter.

## New Railway Links Proposed in the Greater London Plan, 1944

(See also editorial article in our December 29 issue, page 635)



Sketch map showing the route of the proposed North London belt line, consisting of a series of existing branch railways which are recommended to be joined up and doubled tracked where necessary

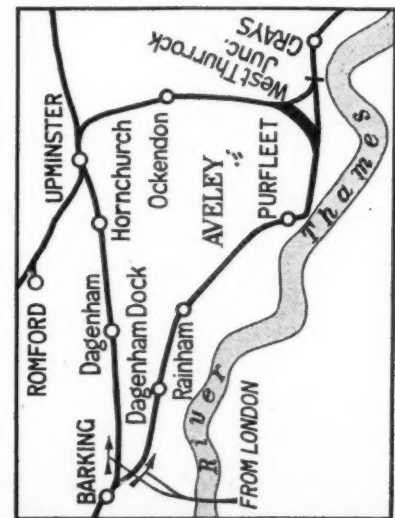
The Greater London Plan, 1944, which has been prepared by Professor Patrick Abercrombie, and to which we made editorial reference in our issue of December 29, pointed out that the adoption of the Plan would bring into prominence a series of branch-line railways in the northern half of the region, which, he contended, with the addition of a few miles of new line, the doubling of a few miles of existing single line, and the provision of one or two junctions, would form a useful connection between the Midlands and North-West on the one hand, and several of the proposed satellite towns on the other.

This route is described as a belt line extending from Watford to Chelmsford. It would traverse the electrified tracks (as proposed by the Plan) of the main L.M.S.R. from Watford to Hemel Hempstead, where a spur from the main line to a duplicated track along the L.M.S.R. branch line to Harpenden would be necessary, passing through the satellite at Redbourn. The route continues on the L.N.E.R. single line towards Welwyn Garden City, which would be duplicated. North of Harpenden a spur northwards would

join the main L.M.S.R. line to Luton, thus making redundant the L.N.E.R. single line from Harpenden to Luton, and the L.N.E.R. station at Luton. At Welwyn Garden City a link across the main L.N.E.R. joining the two branches would be necessary. The route proceeds by a duplicated track via Hertford, Ware, and Hoddesdon (spurs to the main L.N.E.R. line would connect the satellite at Harlow), where a new line across the Lea Valley via Epping Green would be required to join the duplicated Ongar line. From Ongar a new double track line would extend the route to join the main L.N.E.R. line at Margarettown.

The above sketch map shows the general arrangement of the suggested belt line. It will be noticed that no reference is made to the gradients of the existing sections, and, in fact, the proposal suffers from over-simplification.

To provide for proposed development near Aveley, a loop would be required at West Thurrock to enable trains to run from London to Upminster, via Purfleet; this loop is indicated in the sketch map alongside.



The proposed new curve at West Thurrock



## Parliamentary Notes

## Railway Control Agreement

Sir Hugh O'Neill (Antrim—C.) on the Motion for the adjournment of the House of Commons on December 21 raised the question of the terms under which the railways were being operated by the Government as controlled undertakings. He said he was raising the question on behalf of a group of members of the House who were interested in the railways and those who owned railway securities. The group which he represented did not include any members of the House who were directors of railways.

The existing control agreement had operated since January 1, 1941. It superseded a former agreement which was in force for the first 16 months of the war. The first agreement bore the stamp, in his view, of a free negotiation, and it amounted to a partnership between the railways and the State. The second agreement swept away all the paragraphs of the old one savouring of a partnership, and, in their place, it provided for a guaranteed rental to be paid to the railways of £43,000,000—in round figures—the whole of any excess in the pool over that amount going to the Government. There were paragraphs dealing with the provision of sums to cover maintenance and renewals, abnormal wear and tear, but that was really all there was to the second agreement—a rental, and the balance going to the Government.

## GOVERNMENT PORTION

In the three years 1941, 1942 and 1943, the Government received just under £130,000,000 in excess of the guaranteed rental. The proprietors of the railways felt that they had had a pretty unfair bargain. The principle of partnership had been abolished; the Government now appropriated the whole of what he might call the equity, and there was at present £78,000,000 worth of London & North Eastern Railway ordinary stock which was receiving no dividend at all, and something over £60,000,000 of London & North Eastern Railway's second preference stock which was receiving just over 2½ per cent. in place of the full 4 per cent. to which, in his view, it should be entitled. The London & North Eastern Railway very particularly was badly hit by this existing agreement because, during the pre-war years so many of the areas in this country which it served were subject to special depression.

At the annual meetings of the various railway companies at the beginning of this year, resolutions were passed by the shareholders complaining of the injustice, in their view, of the present control arrangements, and they asked their directors to convey these resolutions to the Government and to try to secure a revision of the agreement. The Railway Companies Association wrote to the Minister of War Transport asking for revision of the agreement for two causes of a major character not contemplated when the negotiations took place. These two causes were, first, our declaration of war on Japan, and, secondly, the entry of the United States into war with Germany. These factors, particularly the second, meant an immense expansion of the work of the railways in this country and an enormous amount of traffic, both passengers and goods, which never could have been contemplated at the time the existing agreement was concluded, which was before either Japan or the United States had come into the war. The

Minister of War Transport would not agree to any revision of the present agreement, and that was how the matter stood at the present time.

## POTENT REASONS

Sir Hugh said that in his view, the reasons put forward by the Railway Companies Association why this agreement should be revised were very potent and pregnant reasons, whereas neither of the contingencies which the Government feared in terminating its first agreement had materialised. The bomb damage which actually had happened would have been taken care of by the terms of the first agreement; and there had been no rise in transport costs since 1941, and the Government had not had to subsidise transport in any way since that year.

Parliament had laid down regular statutory machinery for preventing people making excessive profits out of the war. Under the regulations governing excess profits tax it was provided that where businesses had had unduly low profits in the years immediately preceding the war, they could put forward a substituted standard, based on the interest on their capital, which should be the standard above which they must pay over excess profits, and below which they could keep those profits. Why was it that, among all the businesses of this vast commercial country, the only kind of enterprise, so far as he knew, which had been singled out for this specially harsh treatment was the railways?

Sir Hugh made two other points to show where the railways further were prejudiced. Under excess profits law, there was to be a refund after the war of 20 per cent. of the amount paid by businesses in excess profits. That would not, he presumed, apply to the railways, because they had not been allowed to come under the excess profits law. There were also provisions for repayment of duty if there had been deficiencies, but in so far as it might operate, it, too, would not be available for the railways.

Sir Hugh reminded the House that the standard revenue which the railways were allowed under the Act of 1921 was still the law of the land. Not only so, but the first agreement, concluded in 1940, after the outbreak of war was based upon that standard revenue. Under article 4 the railways were to be partners with the State until they reached their standard revenue. That standard revenue had been attained since by the railways, and the revenues were enormously in excess of it. There was one other point concerning standard revenue which the House ought to remember. It was true that it was based on the year 1913, but they ought not to forget that, in 1913, the £ sterling was worth just about double what it was worth today.

It could not be disputed that the rental of £43,000,000 was far better than the minimum pre-war revenues of the railway companies, but he reminded the Government that the great slump which the railways were experiencing for many years before the outbreak of this war was used mainly to meet the tremendous competition of road transport.

In a letter which the Minister of War Transport wrote to the Railway Companies Association on June 16, he stated that the Government were prepared to consider the question of abnormal wear and tear with the railway companies, and

he believed they had been in negotiation since then on this matter. He asked the Parliamentary Secretary how those negotiations were proceeding.

Concerning the period during which control was to operate, article 33 of the present agreement said: "control will be continued for a minimum period of one year after the cessation of hostilities. Before control comes to an end time will be given for the operation of any statutory machinery governing the level of the charges." He imagined that what "the cessation of hostilities" meant would have to be defined by Parliament.

Mr. L. Silkin (Peckham—Lab.) said he suggested that the agreement was not only unfair, but it was very generous to the railway companies. It gave the railway companies considerably higher revenue than their average earnings for the previous ten years. He agreed that difficulties had arisen because of conflict with the roads, but that was a factor one could not get away from, and no action of the Government, short of a subsidy, could have given the railway companies a greater revenue. After all, they were entitled to go to the Railway Rates Tribunal before the war and ask for higher rates, as they were not earning the standard revenue provided under the 1921 Act. He submitted that they did not go to the Tribunal because they were aware of the law of diminishing returns, that if the fares and rates were increased it would not necessarily mean an increase in their net revenue, but might mean the reverse, because fares and rates already were sufficiently high.

Sir Alfred Beit (St. Pancras, South East—C.) said that the railways, under the existing agreement, were enjoying terms that were advantageous to them as to their renewals. If the railway companies had been treated for E.P.T. in the same way as other companies, they would have been allowed to put aside money for renewals based only on the cost of the articles—rolling stock, rails and the like—at the time they were purchased. At present the railways were able to base their renewals fund on the cost of replacement, which in most cases was 50 per cent. above pre-war cost. He thought that that advantage would largely set-off the ultimate refund after the war of 20 per cent.—less income tax—which they might have enjoyed.

## HIGHER COSTS

Since the outbreak of war the railway companies had had to pay something like 100 per cent. increase in the cost of coal, and almost as great an increase since the second agreement was made. He asked the Parliamentary Secretary if he could say something to justify the statement, which was made at the time of the second agreement, that the object of fixing the share of the profits to the railway companies was to prevent any rise in cost.

Mr. Moelwyn Hughes (Carmarthen—Lab.) said that the £1,000,000,000 capital value of the railways contained some "water" and part of it represented a number of assets which had ceased to possess any value. Further, the maintenance fund was replenished at the cost of replacement, assessed at the time when the money was put into the fund. It might be that if a railway engine were built today it would cost twice as much as before the war; but that sum was put into the maintenance fund. It was not spent now; it was invested and retained. It might be that, after the war, when the time came to rebuild engines, they could be rebuilt at a good

deal less than the pre-war price. Therefore the maintenance fund contained a great deal of clear profit to the railway companies. The railway stockholders were getting not only just but generous treatment, and he urged on the Parliamentary Secretary not to give way when it was suggested that that return should be increased. He said that under the agreement the railway companies were entitled to have their costs as a first charge on the revenue they collected. Part of that money was expended by the railway companies in resisting the nationalisation which they knew was coming. He suggested the Ministry of War Transport should say to the railway companies "you cannot be allowed to include anti-nationalisation propaganda, as a charge, but you must pay that out of your £43,000,000." He thought the railways were concerned unduly. Nobody had suggested the continuance of the present type of control for peacetime purposes. Certainly, no one would fancy that the efficient administration of the railways in peacetime would flow from a system under which they now had to obey directions from the Ministry of War Transport. The House should know that the railways had no discretion in the running of their rolling stock, and that the management, which knew how to run trains, had no discretion without reference to the Ministry of War Transport. This nearly had resulted in a serious state of affairs during the encouraged exodus from London after the onset of the flying bomb. It appeared there was ample rolling stock available which could have been used without interference to movement of essential war materials or troops. Pressure was put on the railways to provide additional facilities which they were willing to do, but were not permitted to do because somebody at the Ministry of War Transport had refused permission. The Minister of War Transport finally went to see what was actually happening and it was some time before trains were provided. Nobody had advocated a perpetuation of an organisation of that kind.

Sir John Mellor (Tamworth—C.) said that as to the substituted standard appropriate to excess profits taxation, he hoped the Parliamentary Secretary would deal with the matter when he replied, because it would be absurd to say that the railway companies would not come out better if they were treated on an excess profits tax basis, instead of treating them as they were under the present agreement. If the financial policy of the railways had been less conservative, perhaps junior stockholders would have enjoyed dividends, but if that had been the case the railways would not have been in the fine fettle in which the Government found them at the outbreak of the war.

Colonel Sir George Courthope (Rye—C.) said that the Railway Control Agreement was not freely negotiated. It was negotiated in the shadow of an assurance that if it was not accepted, something much worse would be imposed. He did not think that the arrangements for renewals were exceedingly favourable. He did not suggest that they were unfair, but he did think that a case could be made out for exceptionally favourable treatment of railways in the clause in the summary of the agreement.

#### GOVERNMENT REPLY

Mr. P. J. Noel-Baker (Parliamentary Secretary, Ministry of War Transport),

when he replied, said that he did not accept Sir George Courthope's statement that the agreement was not voluntary between the parties.

On the merits of the agreement and whether it was just or not to the stockholders, he said that the Government believed that the agreement was fair and just. Sir Hugh O'Neill mentioned that £78,000,000 worth of London & North Eastern Railway stock received no dividend under the agreement. A large part of that stock received none for 16 years before the agreement was made and the rest received no dividend for 11 years before. Was it really supposed that, because we were in the middle of a war, the Government had to make an arrangement that would give dividends to people who had not received them for all that time? The last year in which the London & North Eastern Railway 4 per cent. received 4 per cent. was 1929. Including that year, the average for the last 10 years before the war was 1.2 per cent. In 5 of those years it got no dividend at all. The highest year was 1½ per cent. in 1937, and in the 3 years of this agreement the average had been 2½ per cent., which was more than twice as much.

Concerning excess profits duty, he thought it extremely doubtful whether under any substituted standard the railway companies would do as well as they did under this agreement. He still held that a great public service like this, which was of the nature of a monopoly, was in a very different position from an ordinary munitions business. The real and conclusive answer was that this agreement was made by the railway companies, and it was made voluntarily. Its purpose was to settle the question of remuneration. It was made for the whole period of control, and, therefore, the question of a substituted standard really did not arise.

Turning to standard revenue, he said the facts were enough to show that Lord Leathers could not possibly take standard revenue as a basis for the agreement. If he had taken it as a basis, he would have admitted a claim for greatly enhanced profits as a result of the war, a claim which nobody put forward and which nobody in the House or outside would admit.

#### GENERAL POLICY

Dealing with the general policy of the Government about transport, he said that during the operation of the agreement, the Government had been driving traffic off the roads and pushing it on to the railways. By its decisions, it had been cutting down train mileage. It had been increasing very greatly the loading of goods wagons, beyond any standards that existed in time of peace. It had prevented the construction of new motor vehicles. It had prevented the increase of bus services, and abolished coaches. It virtually prohibited private motoring except for certain purposes. It had cut out cross hauls on the railways. It had cut out clerical and other work which in war conditions could be avoided. It had reduced expenditure in many ways. A vast amount of the additional traffic was military and other Government traffic. The revenue which came to the Government now came out of the traffic which the Government itself put on the railways. Due to that, was it not plain that the agreement was right? Was not that general background of Government transport policy a matter to which serious consideration must be given when the justice of the remuneration allowed under the

agreement was taken to account? He repeated that the agreement was fair and just, and assured members that the minister had no intention of making the suggested changes.

Concerning the point about abnormal wear and tear, Mr. Noel-Baker said it was common ground that the calls on the lines and rolling stock had been heavier than they had ever been. The Government had not been able to allow to the railways all the labour, skilled and unskilled, which the railways needed for maintenance, repairs and new construction. If they could not keep up with the normal programme of repairs and new construction, the effects inevitably tended to be cumulative. There would, therefore, be arrears of maintenance. That was why the railway agreement contained clause 11 which dealt with the matter. Among other things, the clause plainly made provision for an allowance for abnormal wear and tear of maintenance assets if it was agreed to be justified over and above the basic figure for maintenance. The Minister met the Chairmen of the railway companies last summer, and discussed the whole matter with them. He wrote to Lord Royden, Chairman of the Railway Companies' Association, on June 16, and he said then that, although he could not commit himself until the matter had been investigated fully, he was prepared to examine it with the Chairmen without delay. The Minister had begun his investigations without delay, but plainly no final arrangements could be made until the period of control was ended. The effects of wear and tear must be surveyed over the period as a whole. Any other plan might be unfair to one side or the other. In his investigations the minister was bearing in mind the possibility that some interim or provisional arrangements might be come to, which would be taken to account when, at the end of the period of control, the final settlement was made.

#### DURATION OF CONTROL

Referring to the duration of control, Mr. Noel-Baker said the agreement dealt with that point also in article 33, which provided that control would be continued for a minimum period of one year after the cessation of hostilities. Before control came to an end, that was, before all statutory rights and obligations as they existed at that time again applied to the controlled undertakings, time would be given for the operation of any statutory machinery governing the level of charges.

When the agreement was made it was not certain that there would be two wars. The phrase "cessation of hostilities" occurred in a great many other official documents, Acts of Parliament and agreements of all kinds, and it would be necessary for the Government to make a general ruling as to what was intended to be understood by the phrase. The agreement laid down a minimum period for which the control was due to last. Under those terms the period must be at least one year after the termination of hostilities. It might be more, but it could not be less. If he had to make a guess, he thought he would guess that the control was likely to go on, with the general agreement of all concerned, longer than one year after the cessation of hostilities.

Under article 33, as he read it, time must be given to the Railway Rates Tribunal to operate the statutory machinery to look at the probable level of traffic which there would be under post-war conditions, and then to proceed



to fix the charges which it thought should then be made. That might mean an increase in charges; it might mean a decrease. In any case, it was extremely unlikely that the process could be fulfilled within a single year. For that reason, and for other general reasons to which reference had been made, he would say, if he had to make a guess, that control was more likely to last two years than one year after the end of the war. He thought that, if that were done, it would be done with the full agreement of the railway companies. It was a point on which they could hope for friendly discussion with the railway companies.

As to whether there had been any further decision on general policy concerning the future of inland transport, Mr. Noel-Baker said he thought there was general agreement that they could not, in inland transport, whether on the roads, railways or waterways, go back to the conditions of 1939. As to definite, final decisions of general policy, he frankly told the House that the Minister had not yet been able to make them. He was pushing on with the technical study of the reorganisation of inland transport which certainly would be required after the war. But he had not been able yet to make, in spite of the discussions he had had and the studies he had made, new decisions which he could now announce to the House.

## Questions in Parliament

### Railway Warrants

Sir John Mellor (Tamworth—C.) on December 21 asked the Parliamentary Secretary, Ministry of War Transport, whether he could make arrangements for railway warrants to be issued to members of the Merchant Navy when going home on leave to save them the trouble of paying their own fares and subsequently claiming refunds.

Mr. P. J. Noel-Baker (Parliamentary Secretary, Ministry of War Transport) in a written answer, stated: I am glad to inform Sir John Mellor that the Minister of War Transport recently has made arrangements for seamen who are proceeding on authorised leave from their ships, and who are eligible to travel at Government expense, to obtain leave travel warrants on application to Mercantile Marine Office Superintendents. If a seaman is unable to obtain a leave travel warrant, he still can get a refund of the reduced fare paid by him on the expiration of his leave.

### Maintenance of Railway Locomotives

Mr. P. W. Jewson (Great Yarmouth—Lib. Nat.) on December 20 asked the Parliamentary Secretary, Ministry of War Transport, whether he could now arrange for the better servicing of railway engines, so as to reduce the waste of time arising from trains not running to schedule.

Mr. Noel-Baker: I am satisfied that railway locomotives are being maintained as well as the shortage of labour and the continuing pressure of wartime traffic, now allow.

### Pulverised Fuel Locomotives

Capt. W. F. Strickland (Coventry—C.) on December 20 asked the Parliamentary Secretary, Ministry of War Transport, whether he was aware that pulverised coal-fired locomotives had been for some time in regular use in Germany with considerable fuel economy; and whether he would take steps to secure that at least one experimental pulverised coal-fired locomotive was

introduced on the British railways in the near future.

Mr. P. J. Noel-Baker stated in a written answer: I am aware that in certain areas in Germany, where lignite only is available, locomotives have been fitted for operation with this fuel in pulverised condition; in its normal state, brown coal is unsuitable for locomotive working. There is no similar coal in this country, and I cannot add to the reply which I gave to Mr. E. W. Salt (Birmingham, Yardley—C.) on November 1.

### Disposal of Used Machine Tools

Major E. G. R. Lloyd (East Renfrew—C.) on December 20 asked the Minister of Supply whether he was now in a position to announce the plans of his department in connection with the classification and distribution of used machine tools; and whether in this connection it was proposed to utilise to the full the services of used machine-tool merchants both for valuation and distribution; or whether these tasks were to be reserved for Government officials.

Sir Andrew Duncan (Minister of Supply): Plans for the orderly disposal of Government-owned machine tools are in course of being worked out with the various departments concerned. Representatives of the producers and distributors will be consulted fully before final decisions are taken.

### Advertising Circulars

Sir John Mellor (Tamworth—C.) on December 21 asked the Minister of Supply whether he would remove the restriction imposed by Article 6 of the Control of Paper (No. 48) Order, 1942 (S.R. & O., 1942, No. 1817), so as to permit distribution of advertising circulars, printed before November, 1941, as large quantities of these circulars still had advertising value, although they would soon become useless except for pulp.

Mr. Charles Peat (Joint Parliamentary Secretary to the Ministry of Supply) stated in a written answer: Twelve months were allowed from November, 1941, for the gratuitous distribution of advertising circulars printed before that date, and I do not think any further special treatment would be justified.

## Comments on the Railway Control Debate

In a letter to the editor of *The Financial News*, published in that newspaper on December 29, comment was made on a number of the points raised in the debate on the railway control agreement in the House of Commons. The relative text of the letter, which was signed "Observer," was as follows:—

(1) Sir Hugh O'Neill recounted the events leading up to the present agreement. One important thing he omitted to mention about the first agreement was that the principle on which it was based (*i.e.*, a minimum guarantee, a sharing scheme with the Government up to standard revenue, the Government taking all above the standard, and an adjustment of charges to meet increased costs) was imposed on the railways by the Government, and this was the only principle the Government was prepared to adopt. The railways themselves did not favour it. (Lord Stamp, L.M.S.R. annual meeting, 1941.)

(2) The first agreement was never implemented in full by the Government up to the time it was replaced by the second agreement, *i.e.*, January 1, 1941. There was a substantial lag in implementing the agreement between September, 1939, and Decem-

ber, 1940, which the stockholders lost in the net revenues for 1939 and 1940. (Lord Stamp, L.M.S.R. annual meeting, 1941.) It could be argued that the flat sum fixed by the second agreement took account of this, but this must then depend on the adequacy or otherwise of the sum.

(3) The understanding between the Government and the railways when the second agreement came to be negotiated was that it would not place the railways in a more unfavourable position than under the existing agreement. (Lord Stamp, L.M.S.R. annual meeting, 1941.) There is therefore likely to be documentary evidence for this between the parties; it is too definite a statement to be mere recollection of oral discussions.

(4) The main question at issue is, therefore, not whether traffics increased subsequent to the second agreement, though that is relevant, but whether the second agreement left stockholders no worse off than under the first, in accordance with the understanding. There can be no doubt about the answer to this: it did. Had the first agreement continued, even without any further increase in charges, each railway would have received its standard revenue in 1943. The amount required to do this was £70 millions, of which the railways would take £57 millions and the Government £13 millions. Under this, L.N.E.R. deferred ordinary would have received 4.7 per cent. Above the £70 millions everything accrued to the Government. Now the net pool in 1943 was £105 millions, so that on the basis of the first agreement, it would have been divided £57 millions to the railways, £48 millions to the Government. Instead, under the revised agreement, the railways got £43 millions and the Government £62 millions.

This, of course, is after-the-event comment. It can be argued that the railway earnings might have fallen after the autumn of 1941 because of a then risk of invasion. Had that happened, one might speculate whether under the second agreement even the £43 millions would have been paid.

(5) Mr. Silkin referred in critical terms to the first agreement as though it was desired by the railways, but, as shown above, the principle on which it was based was dictated by the Government; it was its own agreement and it was forced on the railways. When the latter were told the Government intended to change it, they were assured that they would not lose by the change, beyond what they had lost when the first agreement replaced the Railways Act of 1921. Why this promise was not implemented leads us to the much-talked-of question of duress.

(6) Mr. Silkin stated that "no pressure whatever was put upon the railway companies" to accept the second agreement—or, in other words, the £43 millions. This was emphasised by Mr. Noel-Baker, who stated that no evidence had been produced to the contrary. The evidence that the second agreement was not freely negotiated is:—(a) "During negotiation it was made perfectly clear that £43 millions was the maximum that the Government was prepared to pay." (Lord Royden, L.M.S.R. annual meeting, 1942.) Note the word "maximum"; it implies that something even less than this was offered at first. (b) "The Chairman of the L.N.E.R. satisfied himself that if the proposals were not accepted legislation would be introduced into Parliament which would effect Government control on an even less favourable basis, and he had no doubt that in the circumstances then prevailing such legislation would have been passed. ("Fair and Just," by K. Scott Adie, p. 23.)

(c) Sir George Courthope, director of the



Southern Railway, in the debate on December 21: "It was negotiated in the shadow of an assurance—I will not put it stronger than that—that if it was not accepted, something much worse would be imposed." It is apparent to anyone weighing this evidence objectively that the agreement was not freely negotiated. Why Mr. Noel-Baker insists that no evidence can be produced is probably because there was nothing in writing conveying any proposals of the Government. But the views of three of the railway representatives concerned have been quoted, and only one conclusion can be drawn from what they say. This would seem to indicate that the evidence will be beyond the doubt of the greatest sceptic when it is possible for the full facts to be revealed.

(7) Mr. Silkin stated that "on possibly no more than one or two occasions since the last war have the railway companies earned as much as £43 millions." The £43 millions includes the L.P.T.B., and the main line share is £38 millions. The main line net revenues since 1922 have been—

	£ Millions		£ Millions
1922 ...	48	1931 ...	33
1923 ...	46	1932 ...	26
1924 ...	41	1933 ...	29
1925 ...	39	1934 ...	31
1926 ...	21 (general strike)	1935 ...	33
1927 ...	43	1936 ...	36
1928 ...	41	1937 ...	38
1929 ...	45	1938 ...	29
1930 ...	38		

On nine occasions the railways earned as much as £38 millions, the average being £36 millions, or, if we exclude the year of the general strike, £37 millions. And this was done although transport was not developed as a whole, as it should have been. It is against facts like these that Mr. Silkin's criticisms can be tested.

(8) Mr. Silkin observed that before the war "no action of the Government, short of a subsidy, could have given the railways a greater revenue." But the development of transport as a whole and equality of treatment of the parts would have enabled all forms of transport to have been provided on a more efficient basis, would have given the railways more revenue, and cost the public less for transport.

(9) Mr. Silkin asked why did not the railways go to the Railway Rates Tribunal and ask for higher rates? The answer is they did in 1937 and rates were increased, but against the inequality of treatment by which the railways were shackled, the rates tribunal were powerless. The tribunal had to administer the Act of 1921 in which "the legislature ... regarded the realisation by the amalgamated company of its standard revenue to be in the public interest" (R.R.T. judgment, 1937), against a road competitor who could quote what rates he liked and had no comparable statutory obligations to observe.

(10) Sir Alfred Beit referred to E.P.T. and suggested that had the railways been treated as ordinary companies, the effect would have been very much what it is under the existing agreement. The fact is that even under the second agreement the general law on E.P.T. applies to the railways, and, if the question arises, the railway companies would have the usual right of taxpayers to claim a standard substantially greater than that of the average of the pre-war years (say, equal to 6 per cent. on ordinary capital), and it is difficult to see how the revenue could object under its practice. This would have applied under the first agreement also, or if the railways had been treated as ordinary companies. The standard revenue represents only 4½ per cent. on the capital, so that it is clear the railways would have been decidedly better off if they had been treated on an

ordinary commercial basis. (Lord Stamp, L.M.S.R. annual meeting, 1940—"Our new and already truncated net revenue stands, in law, liable to E.P.T. ... there is a general presumption that at least 6 per cent. is not unreasonable before profits are called excess profit.")

Sir Alfred Beit then suggested that under the agreement the railways were favourably treated as regards renewals, but he was apparently not aware that the railway renewal funds are subject to income tax, unlike the depreciation allowances made to other undertakings.

(11) Mr. Moelwyn Hughes repeated the old shibboleth that railways capital was "watered." When challenged, he produced no evidence. In fact, he cannot do so; there is no "water" in railway capital, and he quickly left the subject when challenged to deny that the present replacement value of the railway is nearly double the amount of the capital in the books. But it had nothing to do with the control agreement, and was merely another of the "red herrings" used in this debate.

His statement that the "maintenance fund" (meaning the trust fund in the names of the Government and the railways) contains a clear profit to the railways, presumably when it is paid to them, is erroneous. This trust fund consists of maintenance charges on the basis of the charges before the war, when the use of the railways was less than now, subject to a future allowance for additional wear and tear during the war and estimated sums for the rise in prices. Mr. Hughes's point seemed to be that the possibility of prices falling was a clear profit to the railways at some future time. I hope for national reasons that prices will fall, but the agreement provides for adjustment of the prices in the light of the trend of prices after control ends. One cannot see the Government ignoring this provision, even though it lapsed into error in thinking that the

revision of their first plan would hold back prices—a result achieved, in part only, by lavish use of subsidies to overcome higher costs of food and other consumables. Why the maintenance agreements are considered "generous" is a puzzle.

(12) In replying to the debate, Mr. Noel-Baker brushed most of the argument aside by saying that it had already been dealt with in his very inadequate answer of August 1. He did make the remarkable statement about E.P.T. that "I think it extremely doubtful ... whether under any substituted standard the railway companies would do as well as they do, in fact, under this agreement." The position as to E.P.T. has been discussed in (10) above, and it seems unlikely that the Parliamentary Secretary's opinion will stand up to examination.

(13) He stated that the Minister "could not possibly take standard revenue as a basis for the agreement." It has been shown in (1) above that the Government forced the first agreement on the railways and that a principle of it was a sharing scheme with the railways up to the point of standard revenue. This was pointed out to him in the debate, but he ignored it.

(14) He referred to the changes in traffic operation during the war which had led to the bulk of the work being thrust on the railways, and asked: "In view of that, is it not plain that the agreement is right?" On that exercise in logic no comment is perhaps required.

The only impression one can draw from the debate is that of considerable ignorance of the facts of the case. Admittedly, the subject is technical, but it is hard to believe that, if it were possible for some of those who spoke to spare the time to make a complete and impartial study of the matter, they would not change their minds about a piece of business that time must show to have been most unfairly handled by the Government representatives.

## Central Argentine Railway Co. Ltd. Annual Meeting

The ordinary general meeting of the Central Argentine Railway Co. Ltd. was held on December 21 in London.

Mr. W. Howard-Williams, C.B.E., the Chairman, who presided, said:—Receipts have continued at a high level, as a result of the heavy traffic offering which has been limited only by the capacity of our rolling stock, a goodly portion of which is permanently employed in carrying our own firewood from forest to running shed. We have had the benefit for the whole period under review of the major part of the rate increases granted us in 1942, of which I shall have something to say later, and we have, of course, been assisted by the virtual absence of road competition.

### HIGHER FUEL BILL

On the other hand, our fuel bill has risen to £2,351,000—which is £709,000 higher than the previous year and no less than £1,609,000 higher than in the year 1939-40. This and the increased cost of other materials, a higher wages bill, and larger contributions for renewals have been the major factors in the rise in expenditure of, roughly, £1,200,000. The net result, however, is £442,000 better than last year. Moreover, remittances have been uninterrupted, and there is now a substantial sum available for the debenture-holders.

The scheme of arrangement with our debenture and note holders provides that the committee appointed under the scheme shall from time to time certify the sum

which in their opinion should be provided for the payment of outstanding interest, and the company has to apply the sum so certified, in accordance with the priorities set out in the scheme.

The result of this is that we are paying on January 1 next the half-year's interest on the four per cent. debenture stock due on that date, and there will, in addition, be a balance available for the holders of the five per cent. stock. We shall, therefore, be able to make the first inroad into the arrears of interest on that stock in February by a payment of the interest due for the eight month period May 1, 1940, to December 31, 1940, and by the repayment of the interest certificates series 1 and 2 relating to the same period.

### REMAINING ARREARS

I must, however, lest undue optimism be engendered, remind you that even after this payment we shall still be in arrears to the extent of some £1,700,000 to the holders of the five per cent. stock and interest certificates, and of about £500,000 to the holders of the five-and-a-half per cent. (bearer) notes. The service of the four per cent. stock remains a priority over the five per cent. So long as receipts and remittances continue at their present level one has reason to hope that the four per cent. stock will not again fall into arrears; but we have before us always the problem of fuel supplies. We live from hand to mouth and in the constant knowledge that a stoppage of supplies from

any cause will inevitably lead to curtailment of services and a consequent reduction of earnings.

A payment to debenture-holders may be but poor consolation to you holders of preference and ordinary stocks, but it is a step in the right direction, which has been achieved only by rigid economy in working and careful adherence to the doctrine of "make do and mend" which has been imposed on us by wartime conditions. A year ago I stressed to you the debt we all owe to our administration and staff in Argentina for the efficient way in which they have kept the machine going under the most harassing conditions; and you will agree with me that the results which are before you give added point to what I then said.

#### DIRECTORS' VISIT TO ARGENTINA

I will now turn to a subject which will, I think, be of great interest to you all. Some of you may have been thinking that the board, since the return of your directors who visited Argentina in 1943, might have taken you more into their confidence. I must, however, point out that whilst any negotiations are in progress it is generally true that "the less said the better." It has been with reluctance that we have been forced to adopt a policy of reticence, but we feel, and we are pleased to feel, that the time has now come when we may lift the veil.

As you know, for many years past we and the other broad-gauge railways in Argentina have been working in close co-operation. Thus, when last year it was decided that three directors should go to Argentina, it was agreed that, in order to give them the right to speak on behalf of all the broad-gauge railways, these three should be made members of all the boards. It was hoped that with their powers strengthened in this way they would be able to interest the Argentine Government in the position that would arise when, at the end of 1946, the Mitre Law, the charter of the railways, comes to an end. It was felt that this important matter could best be linked up with the formation of an Argentine company to work the four systems as one in Argentina. By Argentine law the approval of the authorities is required for such a step, and negotiations were directed towards obtaining such approval.

Although the Argentine Government appointed a special committee to go into the whole question with the visiting directors, the ideas of the Government officials regarding the terms and conditions to be attached to the formation of such a company differed so widely from what your directors felt could be recommended to our stockholders for their acceptance that negotiations were perforce suspended. Although no tangible results were achieved, we owe a debt of gratitude to Sir Montague Eddy, Lord Forbes, and Mr. Drayton for having undertaken this mission at considerable personal inconvenience.

#### DEMAND BY GOVERNMENT

Then, last June, out of the blue came a demand by the Argentine Government for the payment over to them of a sum of no less than 64,000,000 pesos, or, at the then rate of exchange, approximately £4,000,000. This sum represented the increase in the receipts of all the foreign railway companies arising from the higher rates granted in April, 1942. We were advised by our lawyers that this demand had no legal justification whatever, and we at once gave instructions that it should be resisted by all means at our disposal. Sir Montague Eddy, ready as at

all times to sacrifice himself for the common good, offered to return to Argentina to strengthen the hands of our representatives, and at the same time to reopen with the Government, if the opportunity offered, the question of the joint operation of the railways.

You will see that, so long as discussions were in progress a premature publication of our case would not have been expedient. For some two and a half months Sir Montague carried on a thankless task. Almost daily interviews with different public functionaries seemed to be leading nowhere. But at last he succeeded in reaching a settlement which provided the companies with the means of meeting the unions' demands, which had indeed already been accepted by the Government. No doubt most of you have read in yesterday's Press what Sir Montague Eddy told the stockholders of the Buenos Ayres Great Southern and the Buenos Ayres Western Railways; but for the benefit of those who have not studied the remarks he made I will recapitulate very shortly the main features of the settlement.

#### FEATURES OF THE SETTLEMENT

The companies hand over, instead of 64,000,000 pesos, 23,000,000 pesos, which represent the amount of deductions made from the wages of the men since the Presidential Award of 1934, which now lapses. In order to provide the wherewithal for this payment the companies are given a benefit in the exchange rate for their remittances which is to continue until such time as they have been reimbursed thereby for the payment of the 23,000,000 pesos. The other part of the agreement is that a substantial increase in wages and salaries is to be given and the companies are authorised to apply an increase of 10 per cent. in their goods and parcel rates to enable them to meet this.

Further, the agreement recognises the principle, which we have always maintained, that the proceeds of the companies' tariffs are their own and cannot be taken from them except with their consent. We are pleased to welcome Sir Montague amongst us today and I take this opportunity of congratulating him on the satisfactory conclusion of his arduous labours on behalf of all of us. Later he will gladly clear up any points on which you may wish further information.

#### JOINT WORKING REFUSED

Speaking generally, the position as it was before the issue of the decree of June 3 last, which ordered the handing over of 64,000,000, has been restored and stabilised until the end of 1946, but long-term policy has been left untouched, as the Argentine Government is not ready until after further study to authorise a fusion of administrations or any form of joint working. It is difficult to see the reason for this refusal. It would be thought that any arrangement tending to reduce the working expenses would be welcome to the authorities, since one of their criticisms against us has been that the cost of working is too high. It is freely said—though personally I am convinced that it is not the case and regret that the belief should exist—that the policy of the Argentine Government is, and has been for some time, to devalue the privately-owned railways so as to be able eventually to acquire them at a minimum cost to themselves. It is a pity that apparently illogical actions such as this refusal to permit joint working should tend to foster this belief and so to endanger the firm friendship that has

existed for more than a century between the two countries.

Ladies and gentlemen,—The British railways came to Argentina in 1857. Before then Argentina was little more than a vast fertile plain, with a tiny population and negligible foreign trade. As the railways extended, so did the country's wealth and prosperity develop. Cattle-breeding and agriculture flourished. Immigration increased, home industries expanded. Land values soared. Today Argentina is an important nation, and, indeed, is amongst the most prosperous of the world. But I would like to ask this question: Would all this have happened but for the enterprise and the faith in the future of Argentina which were shown by the people of this country when they invested their savings in providing the great railway system of which our company is a part?

I have never considered it right to argue that because without the British railways Argentina would never have reached its present development, therefore the Argentine Government must show its gratitude by showering benefits on those railways. But it is certainly fair to say that if the British had not built the railways the Argentines themselves may well have had to build them. Government loans would have had to be floated abroad for the purpose. Argentina has never defaulted on its foreign debt, and the full interest on these loans would undoubtedly have been paid, as, indeed, has been the case with their own State railways. Is it not, then, only equitable that the railways should be allowed to earn a fair rate of interest on the capital they raised.

That is an argument based on elementary justice. There is another one, based on hard facts, and that is that a railway cannot stand still. To keep a railway up to date and properly modernised there is continual need for fresh capital, and this is especially the case when the railway lies in a country in which there is still much room for further development. What chance is there of raising fresh capital either in this country or anywhere else when so much of the existing capital receives little or no remuneration?

#### UNJUSTIFIED BURDENS

I place these considerations before you with a full confidence that I shall not be misunderstood by the Argentine Government and people. I spent some of the best years of my life in Argentina. I know the people and the country, and I love them both. I have no right—and, indeed, no desire—to criticise in any way the actions and policy of a friendly Government. But it is the case that the endeavours of the railways to improve their position are continually being hampered by out-of-date regulations and by unjustified financial burdens, and I feel that, representing, as I do, some £70,000,000 of British capital and some 70,000 stockholders, I am entitled to make these observations.

Argentina is now governed by a body of men who, I believe, have nothing but the welfare of the country at heart. The President, Vice-President, and Ministers have discussed our affairs with Sir Montague in a friendly spirit and an apparent appreciation of our needs and difficulties, but ask us, in return, to appreciate their difficulties also. We shall take a further opportunity of interesting them in our long-term ambitions, and we are not without hope that further negotiations may be continued to the advantage not only of our stockholders but of the country wherein our interests lie.

The report and accounts were adopted.

## Notes and News

**Accident at Romford, L.N.E.R.**—The guard of a goods train was killed when a train from Chelmsford came into collision with the rear of the former in Romford Station, L.N.E.R., on December 29.

**South African Railway Earnings.**—Railway earnings in South Africa for the period November 12 to December 9 amounted to £4,228,387, compared with £3,600,746 in the previous corresponding period.

**Hastings Trolleybuses.**—The Hastings Town Council has decided to give the necessary legal notice to purchase next June the trolleybus undertaking of the Hastings Tramways Company, a subsidiary of the Maidstone & District Motor Services Limited.

**Railway Rates Tribunal Sitzings.**—The Court will sit on Tuesdays, January 23, February 20, March 20, April 17, May 29, June 19, July 17, October 23, November 20, and December 18, 1945, to hear applications as to the granting of new or the reduction of existing exceptional rates. It will also sit on Tuesdays, January 30, April 24, July 24, and October 30 to hear applications as to classification of merchandise; applications as to reductions to be made from standard charges where damageable merchandise is carried under owner's risk conditions; and applications as to rebates under the Railway Freight Rebates Scheme.

**Christmas Day Underground Strike.**—An unofficial strike, due to a claim by some of the employees to two days' holiday in lieu of Christmas Day, took place on that day on the London Passenger Transport Board railways, resulting in a complete stoppage, in spite of every effort by the National Union of Railwaymen and the Associated Society of Locomotive Engineers & Firemen to avert it. It was stated by an official of the L.P.T.B. that no spokesmen for the strikers gave notice; the staff simply did not go to work. Mr. W. P. Allen, General Secretary of the A.S.L.E.F.,

stated that the Society would try to secure some agreement with the L.P.T.B. to give some days off in lieu of those public holidays on which the train workers had to be on duty. It was difficult to explain to the workers that the connection between L.P.T.B. employees and their colleagues on the main-line railways made it impossible to discriminate between them in the matter of holidays.

**Fire at Paddington Bakerloo Line Station.**—Fire in the escalator shaft at Paddington Underground Station (Bakerloo Line) early on December 24 damaged the escalator and booking hall. The few shelterers were escorted through the tunnel to Edgware Road Station because of the dense smoke. Metropolitan Line trains were not affected, but the Bakerloo service between Regents Park and Queens Park had to be suspended until water from the firemen's hoses had been cleared. On the afternoon of December 27 Bakerloo trains stopped at Paddington for passengers to alight, but the station was not open to incoming passengers until January 1.

**Southern Railway Girl Crowned Railway Queen.**—Miss Greta Richards, the 15-year old daughter of a Southern Railway driver of Feltham, was crowned Railway Queen at Manchester on December 9. She is the sixteenth Railway Queen, and succeeds Miss Dorothy Northwood of the Great Western Railway, who was crowned in 1941. In normal times the railway queen is crowned by the general manager of her home railway, but on this occasion the honour was extended to a Southern Railway repatriated prisoner of war, Mr. C. R. Starnes, of the Chief Civil Engineer's Department, who was a gunner in the Royal Artillery, and was captured at Dunkirk in 1940. On December 13 the Railway Queen was welcomed home to the Southern Railway by Sir Eustace Missenden, General Manager, accompanied by her father and mother, Mr. H. H. Neilson, Secretary of the Railway Queens' Council, and Southern Railway officials. In com

memoration of her selection as Railway Queen, Sir Eustace presented her with a gold wristlet watch.

**Wellworthy Piston Rings Limited.**—At the ordinary general meeting of the company recently, Mr. John W. Howlett, chairman & managing director, said that the Leeds Piston Ring & Engineering Co. Ltd. had been acquired. Wellworthy Piston Rings Limited had several patented pro-

## British and Irish Railway Stocks and Shares

Stocks	Highest 1943	Lowest 1943	Prices	
			Jan. 2, 1945	Rise/ Fall
G.W.R.				
Cons. Ord. ....	65½	57½	60½	+ 1½
5% Con. Pref. ....	120½	108	120	—
5% Red. Pref. (1950) ..	110½	106	105	—
5% Rt. Charge ....	137½	123½	133½	—
5% Cons. Guar. ....	135½	121½	132½	—
4% Deb. ....	118	107½	115½	—
4½% Deb. ....	119	109½	116½	—
4½% Deb. ....	124½	116	122½	—
5% Deb. ....	138	127	134½	—
2½% Deb. ....	77	72½	73½	—
L.M.S.R.				
Ord. ....	34½	28	33½	+ 1½
4% Pref. (1923) ....	66½	58	63½	+ 1½
4% Pref. ....	80½	73	79	—
5% Red. Pref. (1955) ..	105½	102	103	—
4% Guar. ....	107	98½	105½	—
4% Deb. ....	109½	103½	108	—
5% Red. Deb. (1952) ..	111½	108	108½	—
L.N.E.R.				
5% Pref. Ord. ....	12½	7½	8½	+ ½
Def. Ord. ....	5½	3½	4	—
4% First Pref. ....	66½	57½	61	—
4% Second Pref. ....	36½	30½	32½	+ 1½
5% Red. Pref. (1955) ..	99½	93	102½	—
4% First Guar. ....	102½	94	103½	—
4% Second Guar. ....	93½	85½	93½	—
3% Deb. ....	86½	78½	85½	—
4% Deb. ....	109½	101½	107	—
5% Red. Deb. (1947) ..	106½	102	102½	—
4½% Sinking Fund Red. Deb. ....	108	103½	104½	—
SOUTHERN				
Pref. Ord. ....	80	72½	78	+ 1½
Def. Ord. ....	26½	20½	26½	—
5% Pref. ....	119½	106½	119	—
5% Red. Pref. (1964) ..	114	108½	115½	—
5% Guar. Pref. ....	136	122	132½	—
5% Red. Guar. Pref. (1957) ....	117	109½	114½	—
4% Deb. ....	117½	106	115	—
5% Deb. ....	137	126	132	—
4% Red. Deb. (1962- 67) ....	112	106½	108½	—
4% Red. Deb. (1970- 80) ....	112	107	109½	—
FORTH BRIDGE				
4% Deb. ....	109	104½	105	—
4% Guar. ....	105	102½	105	—
L.P.T.B.				
4½% "A" ....	125½	114	121½	—
5% "A" ....	133½	123	131½	—
3% Guar. (1967-72) ..	100½	97	99	—
5% "B" ....	124	114	122	—
5% "C" ....	72	53	69½	+ ½
MERSEY				
Ord. ....	34½	27	35	—
3% Perp. Pref. ....	68	59½	70	—
4% Perp. Deb. ....	104	102½	107	—
3% Perp. Deb. ....	83	78½	84	—
IRELAND*				
BELFAST & C.D.				
Ord. ....	9	6	8	—
G. NORTHERN				
Ord. ....	24½	16	32½	—
Pref. ....	—	—	48½	—
Guar. ....	—	—	69½	—
Deb. ....	—	—	89	—
G. SOUTHERN				
Ord. ....	30	9½	69½	—
Pref. ....	30	11	69	—
Guar. ....	64	26½	79	—
Deb. ....	88½	51½	99½	—

\*Latest available quotation

## Presentation to Railway Queen



Sir Eustace Missenden, General Manager, Southern Railway, presenting a gold watch to Miss Greta Richards, Railway Queen (see paragraph above)

[Left to right: Mr. W. Richards, Mrs. Richards, Sir Eustace Missenden, Mr. H. H. Neilson (Secretary, Railway Queens' Council), Miss Greta Richards, Messrs. C. Grasemann (Public Relations & Advertising Officer, S.R.), C. R. Starnes, E. Uzzell (Welfare Officer, S.R.), and A. E. Smith]



## OFFICIAL NOTICES

**ASSISTANT ENGINEERS** required by the Kenya & Uganda Railways for one tour of 24-48 months' service, with prospect of permanency. Salary £480, rising to £840 a year and War Bonus. Higher commencing salary may be offered to well-qualified candidates. Free passages and quarters. Candidates must be Corporate Members of the Institution of Civil Engineers, or possess an Engineering degree recognised as granting exemption from Sections A and B of the A.M.I.C.E. examination and should preferably have had some experience on Railway Civil Engineering work.

Applicants should write quoting E1284A to the Ministry of Labour and National Service, Central (T. and S.) Register, Room 5/17, Sardinia Street, Kingsway, London, W.C.2, for the necessary forms which should be returned completed on or before 13th January, 1945.

**WANTED** *Railway Gazette*, 1935 to 1944, complete run or any complete volume.—Stevens & Brown, 28, Little Russell Street, W.C.1.

## OFFICIAL ADVERTISEMENTS

**OFFICIAL ADVERTISEMENTS** intended for insertion on this page should be sent in as early in the week as possible. The latest time for receiving official advertisements for this page for the current week's issue is 9.30 a.m. on the preceding Monday. All advertisements should be addressed to:—*The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

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cesses, which it was hoped to put on the market when the company was released from Government contracts, although there would be considerable difficulties to be dealt with in the transition period from wartime to peacetime production, the company was very fortunate, in so far as it had been manufacturing articles of a similar kind to its standard production.

**Assistant Engineers Required.**—Assistant Engineers are required by the Kenya & Uganda Railways for one tour of 24-48 months' service, with prospect of permanency. For full particulars see our Official Notices on this page.

**L.N.E.R. Fruit Traffic.**—The L.N.E.R. reports record forwardings during 1944 from the fruit-growing districts of Cambridge and Wisbech. The season's total of 120,541 tons of fruit, vegetables and flowers from these districts alone included no less than 73,441 tons of fruit, and only 1,239 tons of flowers.

**Crompton Parkinson Limited.**—Presiding at the annual general meeting of Crompton Parkinson Limited recently, Mr. Frank Parkinson, Chairman, said that the fundamental fact had to be stressed that the community could distribute only the wealth it created. Much planning was heard as to how that wealth should be distributed but relatively little attention was devoted to

the more difficult subject of how it could be created. Yet, in a country such as ours, which of necessity had to export, the question of truly economic production—the most efficient use of manpower and resources—had to be the keystone of the success of any plan.

**Buenos Aires Transport Corporation and C.H.A.D.O.P.Y.F.**—Reuters reports that an Argentine Government Decree establishes the capital participation of the Compania Hispano-Argentina de Obras Publicas y Finanzas for incorporation in the Buenos Aires Transport Corporation at 74,317,483 pesos in shares at par value of the Transport Corporation.

**Paper Salvage After the War.**—Speaking at the opening of the mobile exhibition, "Your Paper Goes To War," at Reading recently, Mr. Ralph Reed, Paper Controller, emphasised that the salvage of paper must continue after the conclusion of the war with Germany. "After the Armistice with Germany," said Mr. Reed, "there will be no magic wand to bring about an immediate change in the supply position. The end of the war will bring a clamour for the release of more paper for purposes where its restriction today causes inconvenience, and in some cases hindrance to trade and hardship. Any increased supplies of paper which can be obtained

must be devoted to this purpose. We shall have nothing to spare for some time, and shall therefore still depend to the utmost degree on home-produced material, and in particular on waste paper. We must resist any natural tendency to feel that, once the war with Germany is won, relaxation can be allowed to take place in this matter of salvage and collection."

## Forthcoming Meetings

January 9 (Tue.).—The Institution of Civil Engineers, Great George Street, Westminster, S.W.1, 5.30 p.m. Discussion on "Lay-out of Road Intersections," by Mr. A. J. H. Clayton, B.Sc. (Eng.), Assoc.M.Inst.C.E.

January 11 (Thu.).—Diesel Engine Users Association, at the Court Room, Caxton Hall, Westminster, S.W.1, 2.30 p.m. Discussion on "Symposium on engine cooling-water systems."

January 12 (Fri.).—The Institution of Mechanical Engineers, Storey's Gate, St. James's Park, S.W.1, 5.30 p.m. Extra general meeting: "Fluid Film Lubrication of Parallel Thrust Surfaces," by Mr. A. Fogg, M.Sc., A.M.I.Mech.E., and "An Exploratory Study of Oil Grooves in Plain Bearings," by Mr. D. Clayton, D.Sc., A.M.I.Mech.E.

## New Dining Club and Canteen at Euston



Above: Mr. H. E. Roberts, L.M.S.R. District Passenger Manager, Euston, declaring open the Dining Club & Canteen on December 15



Right: Mr. S. Harrison, Stationmaster, and President of Euston Railwaymen's Institute & Canteen, carves the joint

## Railway Stock Market

With sentiment aided by the war news, the tone of stock markets has brightened: British Funds showed a renewed upward tendency, industrials improved, and home rails moved higher. The volume of business remained small, but markets were influenced by the confidence indicated by the absence of selling. Special features were not lacking, including sharp movements in British Celanese shares after the death of the company's Chairman, renewed firmness in Richard Thomas after approval of the merger with Baldwins, and a further rise in Tube Investments.

The rise in home rails was not attributed to the recent statement of Mr. Noel-Baker that the control agreement is more likely to last two years than one after the war, but mainly to the belief that the forthcoming dividends are likely to be maintained. As prices can be considered as carrying these dividends, current yields appear even more attractive, particularly in the case of L.M.S.R. ordinary and Southern deferred, whose total payments for the year are left until the final dividends. Nevertheless, the better tendency in home rails is due to some extent to the development of more hopeful views as to the long-term outlook.

Although the large yields on the junior stocks might suggest fears to the contrary, there is every reason to expect the railways and their stockholders will receive equitable treatment in the final post-war settlement. Meanwhile, there

are reasonable grounds for assuming that dividends are likely to be maintained until at least 1947. Despite recent gains, home railway juniors (Southern deferred excepted) are below the levels of a year ago. In contrast, the majority of leading industrial shares are well above prices a year ago, reflecting hopes of an upward trend in post-war dividends, although this will naturally turn on many factors, particularly whether E.P.T. is reduced and finally abolished. Argentine rails are now generally steady with debenture stocks tending to improve. More hopeful views persist in regard to the outlook, the assumption being that the Argentine authorities will have to give the railways more equitable treatment, particularly as they have not acceded to the request of the companies to merge their administrations and operate their lines jointly in order to reduce working costs.

Great Western ordinary, now 59½, was 62 a year ago, but in accordance with the general tendency, senior preference and prior charge stocks are above prices at the beginning of 1944. Great Western 5 per cent. preference, now 119½, was 117 a year ago; the 4 per cent. debentures at 116½ are three points higher on the year. L.M.S.R. ordinary (33½ a year ago) is now 32½; but the senior preference at 78½ shows a rise of 1½ on the year, and the 1923 preference at 63½ has risen a point. L.N.E.R. second preference, however, was higher a year ago at 34½, compared with 32½ now, and the first preference at 60½ compares with 61½ at the

beginning of 1944. On the other hand, L.N.E.R. senior stocks are higher on the year, with the first guaranteed five points up to 103½. Among Southern issues, the preferred at 78 is two points higher on the year; the deferred, now 26½, compares with 25½ a year ago, while the 5 per cent. preference has risen 2½ at 118½. London Transport "C" (65 a year ago) is now 69½; during the past twelve months the "A" and "B" stocks have also moved higher, the 5 per cent. "B" from 118½ to 122½.

Among Argentine rails, ordinary and preference are below the levels of a year ago; but debenture stocks are generally slightly better, with Central Argentine 5 per cent. debentures showing good improvement at 62, comparing with 50 a year ago. B.A. Gt. Southern ordinary declined on the year from 14½ to 12½, the 5 per cent. preference from 28½ to 26, and the 6 per cent. preference from 24½ to 19. B.A. & Pacific ordinary moved back from 7 to 5½, but the 4 per cent. debentures at 73 are three points up. B.A. Western 4 per cent. debentures at 56 are slightly higher on the year. Elsewhere, Antofagasta preference has fallen on the year from 47½ to 38, San Paulo ordinary is lower at 55½ compared with 58, as are Leopoldina debentures at 52, compared with 53½.

During the same period, French railway sterling bonds have advanced substantially. Nordis from 61½ to 99½ and Midi from 49½ to 81½. Canadian Pacific at 14½ compare with 16½ a year ago.

### Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ended	Traffic for week		No. of Weeks	Aggregate traffic to date			Shares or stock	Prices				
			Total this year	Inc. or dec. compared with 1942/3		Totals		Increase or decrease		Highest 1943	Lowest 1943	January 2, 1945	Yield % (See Note)	
						1943/4	1942/3							
South & Central America														
Antofagasta (Chili) & Bolivia	834	24.12.44	£ 30,390	+ £ 3,370	51	£ 1,492,760	£ 1,483,060	+ 9,700	Ord. Stk.	15½	10	11	Nil	
Argentine North Eastern ...	753	23.12.44	17,787	+ 2,287	25	474,426	405,946	+ 68,480	"	7½	5	6	Nil	
Bolivar ...	174	Nov., 1944	4,797	- 346	47	58,052	57,956	+ 96	6 p.c. Deb.	22½	18	7½	Nil	
Brazil	2,773	16.12.44	144,666	+ 22,666	24	3,197,066	2,572,666	+ 624,400	Bonds	23½	19	18	Nil	
Buenos Ayres & Pacific	5,080	23.12.44	243,333	+ 40,200	25	4,890,400	4,534,267	+ 356,133	Ord. Stk.	8½	5½	5½	Nil	
Buenos Ayres Great Southern	1,924	23.12.44	80,666	+ 15,333	25	1,856,533	1,483,133	+ 373,400	Ord. Stk.	17½	9½	12½	Nil	
Buenos Ayres Western ...	3,700	23.12.44	196,940	+ 1,526	25	4,705,950	4,022,767	+ 683,183	"	16	9½	11½	Nil	
Central Argentine ...	—	—	—	—	—	—	—	—	"	10½	6½	8½	Nil	
Do.	—	—	—	—	—	—	—	—	Dfd.	4½	3	5	Nil	
Cent. Uruguay of M. Video	972	23.12.44	40,857	+ 1,780	25	806,951	844,737	- 37,786	Ord. Stk.	7½	4½	4½	Nil	
Costa Rica ...	262	Oct., 1944	23,612	+ 1,153	17	97,913	94,493	+ 3,420	Ord. Stk.	16	12½	17½	Nil	
Dorada ...	70	Oct., 1944	28,028	+ 6,228	43	265,443	218,607	+ 46,836	1 Mt. Deb.	96	92	98½	£ 6 1/10	
Entre Rios ...	808	23.12.44	24,053	+ 4,433	25	625,780	561,040	+ 64,740	Ord. Stk.	9	5½	5	Nil	
Great Western of Brazil	1,030	23.12.44	28,500	+ 6,400	51	1,154,300	881,800	+ 272,500	Ord. Sh.	59/9	24/4½	30/-	Nil	
International of Cl. Amer. ...	794	Oct., 1944	\$481,040	+ \$30,526	43	\$6,280,959	\$6,023,847	+ \$257,112	"	—	—	—	—	
Interoceanic of Mexico	—	—	—	—	—	—	—	—	1st Pref.	2½	1½	1	Nil	
La Guaira & Caracas...	22½	Nov., 1944	5,377	+ 2,168	47	83,595	90,905	- 7,310	5 p.c. Deb.	90	80	79½	£ 6 5/9	
Leopoldina ...	1,918	23.12.44	58,064	+ 4,119	51	2,392,536	1,858,078	+ 534,458	Ord. Stk.	7½	4	4½	Nil	
Mexican ...	483	21.12.44	ps. 434,300	+ ps. 3,900	25	ps. 11,741,400	ps. 10,154,600	+ ps. 1,586,800	Ord. Stk.	1½	½	½	Nil	
Midland Uruguay	319	Oct., 1944	15,163	+ 2,780	17	66,489	65,867	+ 622	"	—	—	—	—	
Nitrate ...	382	15.12.44	8,064	+ 1,189	50	176,948	153,943	+ 23,005	Ord. Sh.	83/9	71/3	70/-	£ 3 11/5	
Paraguay Central	274	22.12.44	£63,836	+ £10,038	25	£1,518,079	£1,356,216	+ £161,863	Pr. Li. Stk.	75	51½	7½	£ 7 16/3	
Peruvian Corporation	1,059	Nov., 1944	127,973	+ 23,344	21	636,125	521,655	+ 114,470	Pref.	17½	10½	9½	Nil	
Salvador ...	100	Oct., 1944	c 76,000	+ c 9,000	17	c 323,000	c 335,000	- c 12,000	"	—	—	—	—	
San Paulo	153½	—	—	—	—	—	—	—	Ord. Stk.	71	57	57	£ 3 10/2	
Taltal ...	156	Nov., 1944	2,040	+ 3,210	22	12,775	27,500	- 17,725	Ord. Sh.	37/6	20/-	15/-	Nil	
United of Havana	1,301	23.12.44	57,044	+ 5,077	25	1,180,896	1,184,086	+ 3,190	Ord. Stk.	—	—	—	—	
Uruguay Northern ...	73	Oct., 1944	1,464	+ 18	17	5,663	5,556	+ 107	"	—	—	—	—	
Canada														
Canadian Pacific ...	17,018	21.12.44	1,246,200	- 10,200	51	62,226,000	57,665,600	+ 4,560,400	Ord. Stk.	18	13½	14½	6½	
India†														
Barst Light ...	202	Nov., 1944	20,632	- 2,190	35	185,632	173,287	+ 12,345	Ord. Stk.	—	—	128½	£ 3 10/1	
Bengal-Nagpur ...	3,267	Sept., 1944	1,001,475	+ 53,850	26	6,337,125	6,208,500	+ 128,625	Ord. Stk.	104½	101½	—	—	
Madras & Southern Mahratta	2,939	Mar., 1944	359,125	+ 7,925	52	10,447,866	8,913,924	+ 1,533,942	"	—	—	—	—	
South Indian ...	2,349	20.12.43	199,410	+ 24,449	37	5,321,558	4,562,445	+ 759,113	"	—	—	—	—	
Various														
Egyptian Delta ...	607	30.11.44	20,446	- 434	34	459,114	376,410	+ 82,704	Prf. Sh.	6½	2½	7	Nil	
Manila	—	—	—	—	—	—	—	—	B. Deb.	45	32	60	Nil	
Midland of W. Australia	277	Oct., 1944	22,023	+ 11,975	17	82,970	135,690	- 52,720	Inc. Deb.	101	93	98½	£ 4 1/3	
Nigerian	1,900	30.9.44	286,839	+ 39,236	4	—	—	—	"	—	—	—	—	
South Africa ...	13,301	2.12.44	1,042,870	+ 106,952	35	31,745,139	29,237,519	+ 2,507,620	"	—	—	—	—	
Victoria	4,774	April, 1944	1,188,999	+ 212,162	—	—	—	—	"	—	—	—	—	

Note. Yields are based on the approximate current price and are within a fraction of ½%. Argentine traffic is given in sterling calculated @ 15 pesos to the £

† Receipts are calculated @ 1s. 6d. to the rupee